

Burns, Donald (FTA)

From: Branche, Ralph <FTA>
Sent: Friday, August 15, 2008 12:12 PM
To: Howard Woolley
Cc: Brian Dowling; Penner, Larry <FTA>; Reyesalicea, Rebecca <FTA>; Burns, Donald <FTA>
Subject: RE: LB PIER

Follow Up Flag: Follow up
Flag Status: Completed

Yes, I sent it up the chain. Remember to speak to our Civil Rights Officer to ensure that everything is okay on his end. We will want to make a trip in the Fall-season to further discuss your responsibilities as a grantee.

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Howard Woolley [mailto:hwoolley@ci.long-branch.nj.us]
Sent: Friday, August 15, 2008 11:18 AM
To: Branche, Ralph <FTA>
Cc: Brian Dowling
Subject: LB PIER

Ralph,

Thank you for your phone message. I hope we now have everything completed.

Please call if there is anything else we need to do.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

Burns, Donald (FTA)

Subject: Meet with Long Branch

Location: Long Branch, NJ

Start: Tue 9/9/2008 12:00 AM

End: Wed 9/10/2008 12:00 AM

Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Branche, Ralph <FTA>

Required AttendeesBranche, Ralph <FTA>; Penner, Larry <FTA>; Burns, Donald <FTA>

When: Tuesday, September 09, 2008 12:00 AM to Wednesday, September 10, 2008 12:00 AM (GMT-05:00) Eastern Time (US & Canada).

Where: Long Branch, NJ

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Burns, Donald (FTA)

Subject: Updated: Meet with Long Branch

Location: Long Branch, NJ

Start: Thu 10/9/2008 12:00 AM

End: Fri 10/10/2008 12:00 AM

Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Branche, Ralph <FTA>

Required AttendeesBranche, Ralph <FTA>; Penner, Larry <FTA>; Burns, Donald <FTA>

When: Thursday, October 09, 2008 12:00 AM to Friday, October 10, 2008 12:00 AM (GMT-05:00) Eastern Time (US & Canada).

Where: Long Branch, NJ

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Burns, Donald (FTA)

From: Branche, Ralph <FTA>
Sent: Thursday, January 29, 2009 12:55 PM
To: Howard Woolley
Cc: Prince, John <FTA>; Burns, Donald <FTA>
Subject: City of Long Branch

Hi Howard:

I have received your package. When we spoke, I promised to forward you the link to 5010D and 4220.1F; http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html. Please go to the public website and review the circulars as they assist in management of the FTA grant programs. As I have indicated before, please ensure that you are not charging your consultants expenses against the grant. You may use your local finances to pay for their services. Also, please provide dates in February, or March when you would like to meet. I am unavailable from Feb 16th to Mar 3rd as well as, Feb 6th and Feb 12th.

Please note that the condition in the grant was the DBE issues. Now that you have satisfied John's comments, you may proceed with the process of developing your project. You have already signed in the Certs and Assurances that you will meet our requirements for third party and the management of the grant. The reason I asked for a copy of the policies and procedures is because you are a new grantee and we do not have any historical data of operating and procurement procedures. I was hoping to see that information. Let me know if the document you provided represents that. We will not be reviewing your contract before you award them, if you are following the guidance provided on FTA's public website listed above. If you are making deviations, then you need to come in to us for our concurrence because those deviations may jeopardize our participation. We are certainly available if you need guidance on particular questions but we do not approve RFP or IFB prior to letting. I just wanted to make sure that we have that understanding.

Also note, Donald Burns would be the point of contact on any planning and NEPA issues.

If there any questions or concerns, please feel free to call me at the number listed below.

Thanks,

Ralph A. Branche Jr.

Regional Engineer

Federal Transit Administration

Region II

P:(212)668-2181

F:(212)668-2136

Burns, Donald (FTA)

From: Burns, Donald <FTA>
Sent: Wednesday, February 18, 2009 4:23 PM
To: 'Howard Woolley'
Cc: Branche, Ralph <FTA>; Danzig, Nancy <FTA>
Subject: Long Branch Pier

Howard,

As discussed on the conference call, the Long Branch pier project will be an environmental assessment (EA) under the National Environmental Policy Act (NEPA). The basic EA regulations can be found on the FTA's public website at: http://edocket.access.gpo.gov/cfr_2005/aprgtr/23cfr771.119.htm. For information concerning the major environmental resources that are part of most FTA environmental documents, got to: http://www.fta.dot.gov/planning/environment/planning_environment_232.html.

Another good place to find information on environmental resources and the NEPA process is The Environmental Guidebook: <http://www.environment.fhwa.dot.gov/guidebook/index.asp>.

Please let me know when you are about to contract with an environmental consultant and remember that this contractor must be procured following federal guidelines if the activities are to be reimbursed under the grant.

Please review this information and get back to me if you have any questions.

Regards,

Donald C. Burns, AICP
Senior Planner
USDOT - FTA Region II
One Bowling Green, Room 429
New York, NY 10004
Phone: (212) 668-2203
Fax: (212) 668-2136

Earmark ID	State	Project name	Alloc. Amount	Notes	Unreserved Balance	Unreserved Bal. Date	Lapse Year	Last Update Date
E2009-BUSP-566	NJ	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and other destin	\$902,880		\$902,880	4/27/2009	2012	4/27/2009
E2008-BUSP-0389	NJ	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and ot	\$869,440	Name changed per FY 2008 SAFETEA-LU Technical Corrections bill from Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$869,440	1/28/2008	2011	6/30/2008 14:44
E2007-BUSP-0390	NJ	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$802,560		\$0	9/25/2008 13:59	2009	2/19/2009 16:10
E2006-BUSP-656	NJ	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$761,429	Rec 1% applied. To be flexed to NJDOT Ferry	\$0	9/25/2008 13:59	2008	5/24/2006 16:52
TOTAL			\$3,336,309		\$1,772,320			

* Source - TEAM Earmark Information

Burns, Donald (FTA)

From: Burns, Donald (FTA)
Sent: Tuesday, June 29, 2010 12:04 PM
To: 'Howard Woolley'
Cc: Branche, Ralph (FTA); Danzig, Nancy (FTA)
Subject: Long Branch Pier

Mr. Woolley,

The NJ State Transportation Improvement Plan (STIP) number T-120 is not valid for the \$1,772,320 of 2008 and 2009 earmark funds. This funding needs to be amended into the STIP so FTA can process the grant application NJ-04-0033.

Please contact me if you have any questions.

Donald Burns, AICP

Senior Planner

FTA - Region 2

P: 212-668-2203

Burns, Donald (FTA)

From: Branche, Ralph (FTA)
Sent: Wednesday, July 14, 2010 10:15 AM
To: Penner, Larry (FTA)
Cc: Burns, Donald (FTA)
Subject: FW: Vendex 3127 City of Long Branch - Ralph, please forward to the grantee what I entered in TEAM.
Thanks LP

fyi
Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136

From: Branche, Ralph (FTA)
Sent: Wednesday, July 14, 2010 10:14 AM
To: 'Howard Woolley'
Subject: FW: Vendex 3127 City of Long Branch - Ralph, please forward to the grantee what I entered in TEAM. Thanks LP

Below is a copy of the comments placed in Team. Please address and let us know when those changes are made so that we will continue our review.

Thanks,
Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136

From: Penner, Larry (FTA)
Sent: Wednesday, July 14, 2010 9:23 AM
To: Branche, Ralph (FTA)
Cc: Burns, Donald (FTA)
Subject: Vendex 3127 City of Long Branch - Ralph, please forward to the grantee what I entered in TEAM. Thanks LP

Please note the following preliminary comments...

Part 2 Project Information:

Start and End Date is needed.

Project Details:

Please provide grant contact name, title, telephone, fax and

E-mail address

Please update to provide current status including dollars expended, scope and work completed under your original grant NJ-04-0026 as of July 1, 2010.

12.31.05 Eng/Design – Ferry Terminal. What was the Engineers or consultants estimate of \$2,195,400 based on? Reference is made to “preliminary design”. What are the anticipated costs after completion of NEPA to proceed from 30% to 100% final design? What is this cost based on?

12.79.00 Project Administration.

Please identify who from the City of Long Branch will be responsible for managing your Third Party consultants. Who will be responsible for reviewing and approving any change orders to your consultant contracts? Who will be responsible for preparing and entering Quarterly Progress Reports along with financial drawdowns against this proposed grant.

Larry Penner
Director
Office of Operations
And Program Management
Region 2
July 13, 2010

Burns, Donald (FTA)

From: Penner, Larry (FTA)
Sent: Thursday, July 15, 2010 10:33 AM
To: 'John Mecca'
Cc: Carr, Anthony (FTA); Branche, Ralph (FTA); Burns, Donald (FTA); Prince, John (FTA); Grace, Maisie (FTA); Danzig, Nancy (FTA)
Subject: City of Long Branch Friday Pre-Exit Conference

Colleagues:

I have a long standing previously scheduled Doctor's appointment for tomorrow morning. If necessary, please feel free to proceed without for the Pre-Exit Conference Friday morning (11 or 11:30 AM start?).

I fully anticipate participating in the actual Exit Conference early in the afternoon.

Note to John/Ralph. I would welcome a end of day preliminary verbal status report between 4:30 – 5 PM.

You could also back that up with a simple E-mail to other TRO-2 colleagues.

Thanks

LP

Burns, Donald (FTA)

Subject: Long Branch Compliance Review

Location: Long Branch, NJ

Start: Thu 7/15/2010 9:00 AM

End: Thu 7/15/2010 9:30 AM

Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Branche, Ralph (FTA)

Type:Single Meeting

Organizer:Branche, Ralph (FTA)

Start Time:Thursday, July 15, 2010 9:00 AM End Time:Thursday, July 15, 2010 9:30 AM Time Zone:(GMT-05:00) Eastern

Time (US & Canada) Location:Long Branch, NJ

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Thursday, July 15, 2010

9:00 am – 9:15 am Introductions and Entrance Conference

9:00 a.m. – 12:00 Noon

1. Technical Capacity

2. Title VI

3. Disadvantaged Business Enterprise (DBE) 4. Planning/Program of Projects

12:00 p.m.- 1:00 p.m. Lunch

1:00 p.m. - 4:00 p.m.

5. Legal/Organization Overview

6. Procurement

7. Debarment and Suspension

8. Financial

9. Lobbying

10. ADA

11. Drug Free Workplace

12. ITS Architecture

Friday, July 16, 2010

9:00 - 11:00 a.m. Report Preparation

11:30 a.m. - 12:00 p.m. Exit Conference



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail
Operations)
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

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DRAFT REPORT

FY2010 COMPLIANCE REVIEW

of

**City of
Long Branch, NJ**

Recipient ID: 3127

Desk Review: December 7-11, 2009

Site Visit: July 15-16, 2010

July 2010

**Prepared for the
Federal Transit Administration
Region II
New York, NY**

by

**Reid Consulting, LLC
1800 Wilson Blvd.
Suite 128
Arlington, VA 22201**

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I. COMPLIANCE REVIEW BACKGROUND

The United States Code, chapter 53 of title 49, permits The Federal Transit Administration (FTA) to conduct compliance reviews of its §5309 capital program grantees.. The review determines whether a grantee is administering its FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions. It assesses grantee management practices and program implementation of the Capital Investment Program (49 U.S.C. 5309) to ensure that the programs are administered in accordance with FTA requirements and are meeting program objectives.

The Compliance Review includes a review of the grantee's compliance in 24 areas. The basic requirements for each of these areas are summarized below.

This report presents the findings from the Compliance Review of City of Long Branch, New Jersey. This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993) and included preliminary reviews of documents on file at the Region II Office in New York and on-site discussions and review of the procedures, practices, and records of Long Branch as deemed necessary. The review concentrated primarily on procedures and practices employed during the past three years. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. Specific documents examined during the Compliance Review are available in FTA's and Long Branch's files.

II. REVIEW PROCESS

The desk review was conducted in the Region II Office on December 8 and 9, 2009. Following the desk review, a review package was sent to Long Branch advising it of the site visit and indicating additional information that would be needed and issues that would be discussed.

The site visit to Long Branch occurred on July 15 to 16, 2010. The individuals participating in the review are listed in Section VII of this report.

At the entrance conference, the purpose of the Compliance Review and the review process were discussed. During the site visit, administrative and statutory requirements were discussed and documents were reviewed.

Upon completion of the review, an exit conference was held with Long Branch staff to discuss findings, corrective actions and schedules. This information is summarized in the table in Section V of this report. A draft copy of this report was provided to Long Branch at the exit conference.

III. DESCRIPTION OF THE GRANTEE

The City of Long Branch is a municipality in Monmouth County in the State of New Jersey and a designated recipient of FTA §5309 capital funding. By congressional direction §5309 funding is to be utilized by the City of Long Branch to determine scope, engineering, design and construction of facilities for ferry service from Long Beach to New York City and other destinations.

The following projects are currently underway:

- Preliminary design and engineering of the Long Branch Millennium Pier and related Federal Ferry Terminal.

In the next three to five years, the following projects are anticipated to be implemented.

- Final design, engineering and support related to the environmental determination of the Long Branch Millennium Pier and related Federal Ferry Terminal.

ARRA Projects

Long Branch does not have any ARRA funded projects.

IV. RESULTS OF THE REVIEW

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(b)(5)



(b)(5)



(b)(5)



(b)(5)



(b)(5)



(b)(5)



(b)(5)



V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

(b)(5)



(b)(5)



VI. TRANSIT SECURITY EXPENDITURES

Does the grantee expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security?

FY2007:	Yes:		No:	
FY2008:	Yes:		No:	
FY2009:	Yes:		No:	

If no, why does the grantee consider such expenditure unnecessary (check all that apply):

	No deficiency found from a threat and vulnerability assessment
	TSA/FTA Security and Emergency Management Action Items met or exceeded
X	Other (please describe): Long Branch is not a recipient of FTA §5307 funding.

Security Funding	FTA Section 5307 Funds (in Dollars)		
	FY 2007	FY 2008	FY 2009
Total amount of 5307 Funds expended			
Amount of 5307 Funds expended on security			
Percent of 5307 Funds expended on security			
Lighting, Fencing & Perimeter Control			
CCTV and Surveillance Technology			
Communications Systems			
Security Planning			
Drills & Tabletop Exercises			
Employee Security Training			
Other Security-Related Infrastructure & Capital Improvements (please list): _____			
Operating/Personnel Expenditures (can only be used by agencies in areas with populations UNDER 200,000):			
Contracted Security Force			
In-house Security Force			
Other Security-Related Operating Expenditures (please list): _____			

VII. ATTENDEES

Name	Title/Organization	Phone Number	E-mail Address
<i>LONG BRANCH</i>			
Howard Woolley, Jr.	Business Administrator	(732) 571-5645	hwoolley@ci.long-branch.nj.us
Ronald Mehlhorn	Director of Finance	(732) 245-6566	rmehlhorn@ci.long-branch.nj.us
Robert Beckleman	Consultant	(732) 476-2448	rbeckleman@greenbaumlaw.com
<i>FTA</i>			
Ralph Branche, Jr.	Regional Engineer	(212) 668-2181	ralph.branche@dot.gov
<i>FTA via teleconference</i>			
Larry Penner	Director, Office of Operations and Program Management	(212)-668-2176	larry.penner@dot.gov
John Prince	Civil Rights Officer	(212)668-2170	john.prince@dot.gov
Donald Burns	Planner	(212)668-2170	donald.burns@dot.gov
<i>Reviewer</i>			
John Mecca	Transit Specialist, Reid Consulting, LLC	(716) 831-9283	mecca@reidconsult.com



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail
Operations)
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

July 16, 2010

Honorable Adam Schneider, Mayor
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Re:FTA's FY 2010 Compliance Review Program

Dear Mr. Schneider:

The Federal Transit Administration (FTA) has completed its Compliance Review of the federally funded mass transportation program of Long Branch, NJ. Enclosed is a copy of the Compliance Review Draft Report.

The report is not an audit, but rather FTA's assessment of Long Branch's compliance with Federal requirements determined by examining grant management practices and program implementation activities. These reviews are important in determining a grantee's continued eligibility for Federal funding.

The Compliance Review focused on Long Branch's compliance in 13 review areas. As Long Branch is not a recipient of §5307 urbanized grant funding and because of the types of projects funded with §5309 funds, the areas of Satisfactory Continuing Control, Maintenance, Buy America, Fare Increases/Service Reduction, Half Fare, Charter Bus, School Bus, NTD, Safety and Security, Drug and Alcohol Program, and ARRA were not applicable. Deficiencies were found in six areas: Legal, Financial, Technical, DBE, Title VI and ITS Architecture. The deficiencies and corrective actions to be taken to attain full compliance are described in the report.

We appreciate the cooperation and assistance provided by Long Branch staff during the course of this review. If you have any questions, please contact myself, Larry Penner or Ralph Branche of my staff at (212) 668-2170. Thank you.

Sincerely,

Anthony Carr
Deputy Regional Administrator

Enclosure

cc: Larry Penner, FTA Region II
Ralph Branche, Jr, FTA Region II
Donald Burns, FTA Region II
Howard Woolley, Jr., Long Branch Business Administrator
Ronald Mehlhorn, Long Branch Director of Finance
Rob Beckelman, Greenbaum, Rowe, Smith & Davis
John Mecca, Reid Consulting, LLC

DRAFT REPORT

FY2010 COMPLIANCE REVIEW

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**City of
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Recipient ID: 3127

Desk Review: December 7-11, 2009

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July 2010

**Prepared for the
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New York, NY**

by

**Reid Consulting, LLC
1800 Wilson Blvd.
Suite 128
Arlington, VA 22201**

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Upon completion of the review, an exit conference was held with Long Branch staff to discuss findings, corrective actions and schedules. This information is summarized in the table in Section V of this report. A draft copy of this report was provided to Long Branch at the exit conference.

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In the next three to five years, the following projects are anticipated to be implemented.

- Final design, engineering and support related to the environmental determination of the Long Branch Millennium Pier and related Federal Ferry Terminal.

ARRA Projects

Long Branch does not have any ARRA funded projects.

IV. RESULTS OF THE REVIEW

The Compliance Review focused on Long Branch's compliance in 13 areas. As Long Branch is not a recipient of §5307 urbanized grant funding and because of the types of projects being funded with FTA 5309 funds, the areas of Satisfactory Continuing Control, Maintenance, Buy America, Fare Increases/Service Reduction, Half Fare, , Charter Bus, School Bus, NTD, Drug and Alcohol Program, Safety and Security and ARRA were not applicable for this review. Deficiencies were found in six areas: Legal, Financial, Technical, DBE, Title VI and ITS Architecture.

1. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take all necessary action and responsibility on behalf of the grantee must be properly delegated and executed.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for legal. The City of Long Branch has not submitted its annual certifications and assurances.

Corrective Action and Schedule: By September 4, 2010, submit to the FTA Region II office documentation that the City of Long Branch has developed procedures to submit the annual certifications and assurances on time and submit certifications and assurances for the current year.

2. Financial

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, financially maintain and operate FTA funded facilities and equipment, and conduct and respond to applicable audits.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for financial. The City of Long Branch does not have a multi-year financial plan.

Corrective Action and Schedule: By October 4, 2010, submit to the FTA Region II office documentation that the City of Long Branch has developed a multi-year financial plan that includes anticipated sources of local funding.

3. Technical

Basic Requirement: The grantee must be able to implement the FTA-funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for technical. The City of Long Branch has not submitted any Milestone/Progress Reports (MPRs).

Corrective Action and Schedule: By September 4, 2010, submit to the FTA Region II office documentation that the City of Long Branch has implemented procedures for submitting reports on time and has included missing narrative information in their MPR due July 30, 2010.

4. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities, and equipment and ensure that they are used in transit service.

Findings: This area was not applicable as Long Branch has no FTA funded real property, vehicles or equipment.

5. Maintenance

Basic Requirement: Grantees and their subrecipients must keep Federally funded equipment and facilities in good operating order and maintain ADA accessibility features.

Findings: This area was not applicable as Long Branch has no FTA funded vehicles or equipment.

6. Procurement

Basic Requirement: FTA grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for procurement.

7. Disadvantaged Business Enterprise (DBE)

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Findings: During this Compliance Review of Long Branch, a deficiency was found with USDOT requirements for DBE. The City of Long Branch is not a signatory to New Jersey’s UCP agreement.

Corrective Action and Schedule: By September 4, 2010, submit to the FTA Region II office a description of how the City of Long Branch will participate in the UCP and submit copies of signed UCP agreements.

8. Buy America

Basic Requirement: Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA funded projects are produced in the United States. The only exceptions are if FTA has granted a waiver or if the product is subject to a general waiver. Rolling stock must have sixty percent domestic content. Also, final assembly of rolling stock must take place in the United States and grantees must conduct a pre-award and post-delivery audit for purchases of rolling stock in order to verify that the 60 percent domestic content and final assembly requirements were met.

Findings: This area was not applicable as Long Branch has no FTA funded real property, vehicles or equipment.

9. Debarment and Suspension

Basic Requirement: To protect the public interest from and prevent fraud, waste, and abuse in Federal transactions, persons or entities, which by defined events or behavior, that potentially threaten the integrity of Federally administered non-procurement programs, are excluded from participating in FTA assisted programs.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for debarment and suspension.

10. Lobbying

Basic Requirement: Recipients of Federal grants and contracts exceeding \$100,000 must certify compliance with Restrictions on Lobbying before they can receive funds.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for lobbying.

11. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, SAFETEA-LU, and the metropolitan and statewide planning regulations.

Grantees must develop and/or participate in a locally developed, coordinated public transit-human services transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Each recipient of a Section 5307 grant shall have complied with the public participation requirements of Section 5307(c)(1) through (7). Each grantee is required to develop, publish, afford an opportunity for a public hearing on, and submit for approval a Program of Projects (POP).

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for planning/POP.

12. Title VI

Basic Requirement: The grantee must ensure that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance. The grantee must ensure that Federally supported transit services and related benefits are distributed in an equitable manner.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for Title VI. The City of Long Branch has not conducted an analysis of how the four factors in the DOT LEP Guidance apply to their grant programs and activities.

Corrective Action and Schedule: By September 4, 2010, submit to the FTA Region II office a document that describes plans for either conducting the four-factor analysis or utilizing a LEP analysis performed by the regional Metropolitan Planning Organization. Submit the analysis used along with a list of language assistance it has provided or intends to provide and a timeline for providing this assistance.

13. Fare Increases and Major Service Reductions

Basic Requirement: Section 5307 grantees are expected to have a written locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Findings: This area was not applicable as Long Branch is not a recipient of FTA §5307 funding.

14. Half Fare

Basic Requirement: During non-peak hours for fixed route service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card will not be more than half the peak hour fare.

Findings: This area was not applicable as Long Branch is not a recipient of FTA §5307 funding.

15. ADA

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for ADA.

16. Charter Bus

Basic Requirement: FTA grantees are prohibited from using Federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Findings: This area was not applicable as Long Branch does not have any FTA funded vehicles or facilities.

17. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Findings: This area was not applicable as Long Branch does not have any FTA funded facilities or equipment

18. Transit Database (NTD)

Basic Requirement: Grantees that receive 5307 and 5311 grant funds must collect, record, and report financial and non-financial data in accordance with the Uniform System of Accounts (USOA) and the *National Transit Database (NTD) Reporting Manual* as required by 49 USC 5335(a).

Findings: This area was not applicable as Long Branch is not a recipient of FTA §5307 or 5311 funding.

19. Safety and Security

Basic Requirement: Any recipient of Urbanized Area Formula Grant Program funds must annually certify that it is spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Under the safety authority provisions of the Federal transit laws, the Secretary has the authority to investigate the operations of the grantee for any conditions that appear to create a serious hazard of death or injury, especially to patrons of the transit service. States are required to oversee the safety of rail fixed guideway systems through a designated oversight agency, per

49 CFR Part 659, Rail Fixed Guideway Systems, and State Safety Oversight. FTA has developed web sites for Bus Safety and Rail Safety. These sites include helpful tools, such as resources, self assessments, and forums.

Under security, a list of 17 Security and Emergency Management Action Items has been developed by FTA and the Department of Homeland Security's Transportation Security Administration (TSA). This list of 17 items, an update to the original FTA Top 20 security action items list, was developed in consultation with the public transportation industry through the Mass Transit Sector Coordinating Council, for which the American Public Transportation Association (APTA) serves as Executive Chair. Security and Emergency Management Action Items for Transit Agencies aim to elevate security readiness throughout the public transportation industry by establishing baseline measures that transit agencies should employ. Additionally, FTA has developed an extensive website for transit security.

The goal of FTA's Safety and Security Program is to achieve the highest practical level of safety and security in all modes of transit. To this end, FTA continuously promotes the awareness of safety and security throughout the transit community by establishing programs to collect and disseminate information on safety/security concepts and practices. In addition, FTA develops guidelines that transit systems can apply in the design of their procedures and by which to compare local actions. Many of the questions in this review area are designed to determine what efforts grantees have made to develop and implement safety, security, and emergency management plans. While there may not be specific requirements associated with all of the questions, grantees are encouraged to implement the plans, procedures, and programs referenced in these questions. For this reason, findings in this area will most often result in advisory comments rather than deficiencies.

Findings: This area was not applicable as Long Branch is not a recipient of FTA§5307 funding.

20. Drug-Free Workplace

Basic Requirement: FTA grantees are required to maintain a drug-free workplace for all employees and to have an ongoing drug-free awareness program.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for drug-free workplace.

21. Drug and Alcohol Program

Basic Requirement: Grantees receiving Urbanized Area Formula Program (Section 5307), Non-Urbanized Area Formula Program (Section 5311), or Capital Investment Program (Section 5309) funds must have a drug and alcohol testing program in place for all safety-sensitive employees.

Findings: This area was not applicable as Long Branch does not operate service.

22. Equal Employment Opportunity (EEO)

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance from the Federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for EEO.

23. ITS Architecture

Basic Requirement: Intelligent Transportation Systems (ITS) projects funded by the Highway Trust Fund and the Mass Transit Account must conform to the National ITS Architecture, as well as to United States Department of Transportation (USDOT) adopted ITS Standards.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for ITS architecture. The City of Long Branch's current design project for the Millennium Pier and related Federal Ferry Terminal is not included in the Regional ITS Architecture

Corrective Action and Schedule: By September 4, 2010, submit to the FTA Region II office a plan to have the project included in the Regional ITS.

24. American Recovery and Reinvestment Act (ARRA)

Basic Requirement: Grantees must have the legal, financial and technical capacity to carry out the proposed program of projects and meet the additional reporting requirements for its ARRA-funded grant activities.

Findings: Long Branch does not have any ARRA grant programs.

V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Legal	D	06: No/late Submission	Submit to the FTA Region II office documentation that the City of Long Branch has developed procedures to submit the annual certifications and assurances on time and submit certifications and assurances for the current year.	September 4, 2010	
2. Financial	D	01: No existing financial plan	Submit to the FTA Region II office documentation that the City of Long Branch has developed a multi-year financial plan that includes anticipated sources of local funding.	October 4, 2010	
3. Technical	D	02: Late MPRs/FFRs	Submit to the FTA Region II office documentation that the City of Long Branch has implemented procedures for submitting reports on time and has included missing narrative information in their MPR due July 30, 2010.	September 4, 2010	
4. Satisfactory Continuing Control	NA				
5. Maintenance	NA				
6. Procurement	ND				
7. Disadvantaged Business Enterprise	D	11: Not participating in a UCP	Submit to the FTA Region II office a description of how the City of Long Branch will participate in the UCP and submit copies of signed UCP agreements.	September 4, 2010	
8. Buy America	NA				
9. Debarment and Suspension	ND				
10. Lobbying	ND				
11. Planning/POP	ND				
12. Title VI	D	06: Lacking assessment or provisions for LEP persons	Submit to the FTA Region II office a document that describes its plans for either conducting the four-factor analysis or utilizing a LEP analysis performed by the regional Metropolitan Planning Organization. Submit the analysis used along with a list of language assistance it has provided or intends to provide and a timeline for providing this assistance.	September 4, 2010	

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
13. Fare Increases and Service Reductions	NA				
14. Half Fare	NA				
15. ADA	ND				
16. Charter Bus	NA				
17. School Bus	NA				
18. National Transit Database	NA				
19. Safety and Security	NA				
20. Drug-Free Workplace	ND				
21. Drug and Alcohol Program	NA				
22. Equal Employment Opportunity	ND				
23. ITS Architecture	D	04: Projects not included in Regional ITS Architecture	Submit to the FTA Region II office a plan to have its project included in the Regional ITS.	September 4, 2010	
24. ARRA	NA				

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable

VI. TRANSIT SECURITY EXPENDITURES

Does the grantee expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security?

FY2007:	Yes:		No:	
FY2008:	Yes:		No:	
FY2009:	Yes:		No:	

If no, why does the grantee consider such expenditure unnecessary (check all that apply):

	No deficiency found from a threat and vulnerability assessment
	TSA/FTA Security and Emergency Management Action Items met or exceeded
X	Other (please describe): Long Branch is not a recipient of FTA §5307 funding.

Security Funding	FTA Section 5307 Funds (in Dollars)		
	FY 2007	FY 2008	FY 2009
Total amount of 5307 Funds expended			
Amount of 5307 Funds expended on security			
Percent of 5307 Funds expended on security			
Lighting, Fencing & Perimeter Control			
CCTV and Surveillance Technology			
Communications Systems			
Security Planning			
Drills & Tabletop Exercises			
Employee Security Training			
Other Security-Related Infrastructure & Capital Improvements (please list): _____			
Operating/Personnel Expenditures (can only be used by agencies in areas with populations UNDER 200,000):			
Contracted Security Force			
In-house Security Force			
Other Security-Related Operating Expenditures (please list): _____			

VII. ATTENDEES

Name	Title/Organization	Phone Number	E-mail Address
<i>LONG BRANCH</i>			
Howard Woolley, Jr.	Business Administrator	(732) 571-5645	hwoolley@ci.long-branch.nj.us
Ronald Mehlhorn	Director of Finance	(732) 245-6566	rmehlhorn@ci.long-branch.nj.us
Robert Beckleman	Consultant	(732) 476-2448	rbeckleman@greenbaumlaw.com
<i>FTA</i>			
Ralph Branche, Jr.	Regional Engineer	(212) 668-2181	ralph.branche@dot.gov
<i>FTA via teleconference</i>			
Larry Penner	Director, Office of Operations and Program Management	(212)-668-2176	larry.penner@dot.gov
John Prince	Civil Rights Officer	(212)668-2170	john.prince@dot.gov
Donald Burns	Planner	(212)668-2170	donald.burns@dot.gov
<i>Reviewer</i>			
John Mecca	Transit Specialist, Reid Consulting, LLC	(716) 831-9283	mecca@reidconsult.com

Burns, Donald (FTA)

From: John Mecca <john_mecca(b)(6)>
Sent: Friday, July 16, 2010 7:05 AM
To: Hynes-Cherin, Brigid (FTA); Buchwald, Bella (FTA); Carr, Anthony (FTA); Penner, Larry (FTA); Branche, Ralph (FTA); Burns, Donald (FTA); Danzig, Nancy (FTA); Grace, Maisie (FTA); Prince, John (FTA)
Subject: Long Branch Compliance Review
Attachments: Long_Branch_NJ_FY2010_CR_DraftI_Reportdb[1].doc

All Concerned:

Attached hereto for your review and comment please find the Draft Compliance Review report for the City of Long Branch, NJ. I will call this morning to further discuss findings, corrective actions and due dates.

John D. Mecca Reid Consulting LLC

The New Busy is not the old busy. Search, chat and e-mail from your inbox. [Get started.](#)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

July 23, 2010

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

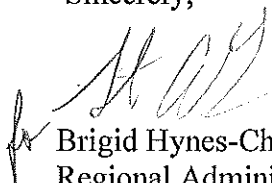
Dear Mr. Woolley:

This is follow-up to Federal Transit Administration's (FTA's) May 06, 2010 letter. As you know, there is currently a grant application (NJ-04-0013-02) pending in TEAM for federal assistance under Earmark ID: E-2008-BUSP-0389 (Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and other destination for \$869,440). The purpose of this letter is to advise you that if the grant is not complete by July 23, 2010, with all applicable planning and environmental reviews, appropriate scope, funding breakout and milestone activity, we will not be able to guarantee that the funds can be obligated before they lapse. As you know, the Department of Labor (DOL) has 60-days to complete its certification of labor protective arrangements and we cannot award a grant until this certification is received.

We strongly request that you finish developing a complete application as soon as possible. Please reply thoroughly and accurately to all comments already provided by the FTA in TEAM and submit this information as soon as possible so that we can complete our review and assign a grant number. We will then send the grant to DOL and if their response is received in time, we will approve funding before the close of this fiscal year. If DOL's certification is not received in time, these funds will lapse at the end of this Federal Fiscal Year (FFY), September 30, 2010.

We are doing everything we can to ensure these funds are not lost, but our hands are tied until we receive the necessary information. Should you have any questions, please contact Ralph A. Branche Jr. of my staff at (212) 668-2170.

Sincerely,


Brigid Hynes-Cherin
Regional Administrator

cc: A Carr
L. Penner
N. Danzig
D. Burns
J. Prince
M. Grace
F. Ellison
P. Garino
K. Schrempp
G. Boehm-Clifton

From: [Burns, Donald \(FTA\)](#)
To: ["Howard Woolley"](#)
Cc: [Branche, Ralph \(FTA\)](#); [Danzig, Nancy \(FTA\)](#)
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP
Date: Wednesday, August 18, 2010 4:14:25 PM
Importance: High

Mr. Wolley,

As discussed, the grant needs to be completed in September because we are dealing with a lapsing earmark. Please contact NJTPA to see if they can approve the TIP action and process the STIP approval before October or else FTA will not be able to make the grant.

Please contact me if you have any questions.

Donald Burns, AICP

Senior Planner
FTA - Region 2
P: 212-668-2203

From: Howard Woolley [mailto:hwoolley@ci.long-branch.nj.us]
Sent: Wednesday, August 18, 2010 3:24 PM
To: Branche, Ralph (FTA)
Cc: Brian Dowling
Subject: FW: Long Branch Pier and Ferry Terminal Project - STIP/TIP

[Ralph,](#)

[Hopefully this will help us out on this issue.](#)

[Chub](#)

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Chamberlain, Eve [mailto:echamberlain@njtpa.org]
Sent: Wednesday, August 18, 2010 2:58 PM
To: Brian Dowling; hwoolley@ci.long-branch.nj.us
Cc: Ludwig, Ann; Hofler, Martin
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP

[Brian,](#)

[Thanks for calling today. The update you provided is helpful. It will not be a problem to have the](#)

Long Branch Ferry project be added to the TIP/STIP for Preliminary Design. Additionally, we should be able to add it in October when we update the Capital Program for FY 2011. I'll make sure that Mr Woolley's letter is on file for that to happen.

Don't hesitate to call if you have further questions.

Eve

Eve Chamberlain

NJTPA

973-639-8421

From: Chamberlain, Eve
Sent: Tuesday, August 10, 2010 12:13 PM
To: 'Brian Dowling'; 'Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)'
Cc: Ludwig, Ann; Hofler, Martin
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP

Mr. Woolley and Brian,

As a follow up to the email from yesterday I discussed your desire to move the Long Branch Ferry project forward with NJTPA Central Staff. Several concerns were raised. Some of the issues you may recall from our previous conversations. When I hear back from you I will pass along the information or if you think it is necessary we can set up a meeting to more fully establish the requirements for projects using federal funds.

- A project cannot be listed in the TIP for Final Design and Engineering without having completed the environmental process (NEPA). Is this underway?
- In order to use federal funds for Final Design, the sponsor must show that there are sufficient and committed funds to construct the whole project.
- Federal funds won't be authorized for a Ferry Terminal unless there is a commitment from an operator for the ferry service.

Perhaps these issues have been addressed. I look forward to hearing back from you.

Regards,

Eve

Eve Chamberlain

NJTPA

973-639-8421

From: Chamberlain, Eve
Sent: Monday, August 09, 2010 10:55 AM
To: 'Brian Dowling'
Cc: 'Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)'; Ludwig, Ann; Hofler, Martin
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP

Brian,

I have been trying to gather some information for you and Mr. Woolley regarding the FTA requirements. As of yet, I have not been able to find out anything specific to your questions. As soon as I have information I will forward it on to you both.

As for getting into the TIP/STIP, the letter you forwarded to me in combination with the fact of federally funding is enough to have the project amended into the FY 2011 program. Once I receive the letter we will begin the process with a public comment period and the project will go to the NJTPA Board for a vote at their Fall meeting.

Please don't hesitate to be in touch if you have further questions.

Regards,

Eve

Eve Chamberlain

NJTPA

973-639-8421

From: Brian Dowling [mailto:BDowling@bbpallc.com]
Sent: Thursday, July 29, 2010 9:54 AM
To: Chamberlain, Eve
Cc: Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)
Subject: Long Branch Pier and Ferry Terminal Project - STIP/TIP

Dear Eve,

We spoke in the beginning of July about the process for requesting that the Long Branch Pier and Ferry Terminal project be included in the NJ STIP/TIP. As you suggested, the City sent a letter to Mary Murphy on July 8.

The City is in the process of accessing a Federal Funds and needs to address the STIP/TIP issue to respond to questions from the FTA. I know you said that the NJTPA does not meet again until the Fall. Can you recommend any documentation/letter that we may show the FTA to update them on our progress regarding including out project in the TIP/STIP?

I have attached a copy of the letter the City sent Ms. Murphy.

Thank you,

Brian

Brian Dowling
Senior Associate

BBP LLC

bdowling@bbpallc.com

443.261.1986 (direct)

From: [Branche, Ralph \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Subject: FW: Long Branch Pier and Ferry Terminal Project - STIP/TIP
Date: Wednesday, August 18, 2010 3:43:02 PM

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Howard Woolley [<mailto:hwoolley@ci.long-branch.nj.us>]
Sent: Wednesday, August 18, 2010 3:24 PM
To: Branche, Ralph (FTA)
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Subject: FW: Long Branch Pier and Ferry Terminal Project - STIP/TIP

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Hopefully this will help us out on this issue.

Chub

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

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- A project cannot be listed in the TIP for Final Design and Engineering without having completed the environmental process (NEPA). Is this underway?
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Regards,

Eve

Eve Chamberlain

NJTPA

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Cc: 'Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)'; Ludwig, Ann; Hofler, Martin
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Eve Chamberlain

NJTPA

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Sent: Thursday, July 29, 2010 9:54 AM
To: Chamberlain, Eve
Cc: Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)
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Thank you,

Brian

Brian Dowling

Senior Associate

BBP LLC

bdowling@bbpallc.com

443.261.1986 (direct)



One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400; fax (973) 639-1953; www.njtpa.org

Dennis McNerney, Chairman
Mary K. Murphy, Executive Director

August 24, 2010

Commissioner James S. Simpson
New Jersey Department of Transportation
1035 Parkway Avenue
CN 600
Trenton, New Jersey 08625

Attn: Thomas Wospil

Dear Commissioner Simpson:

Please be advised that, in accordance with the TIP *Memorandum of Understanding (MOU) regarding modifications and amendments*, the NJTPA concurs with the following revision to the FY 2010 – 2013 TIP as requested by the City of Long Branch for the Long Branch Ferry Terminal project to continue preliminary engineering.

The project is being funded through the **Ferry Program** (DB# 00377) which provides discretionary funding for the construction/improvement of ferry boats and terminals. FTA requires that all funding be identified for projects using federal funds; therefore, designated funds from FY 2008 and FY 2009 SAFETEA-LU earmarks together with local funds will be added to the program. The following funding sources are being added for the Long Branch Ferry Terminal project: *a FY 2008 SAFETEA-LU Earmark of \$0.869 M with a local match of \$0.217 M; and a FY 2009 SAFETEA-LU Earmark of \$0.903 M with a local match of \$0.226 M.*

NJTPA staff has reviewed the proposed change and it has been determined that:

- The change would not affect the air quality conformity determination of the FY 2010 - 2013 TIP.
- Fiscal constraint is maintained.
- The Congestion Management Process is not affected.
- The change does not constitute an amendment to the FY 2010 - 2013 TIP.

Attached are the “before” and “after” TIP sheets.

If further information is needed, please contact Martin A. Hofler at (973) 639-8405.

Very truly yours,

Mary K. Murphy
Executive Director, NJTPA

Cc w/ Attachments
NJTPA Board of Trustees
Howard Wolley, Long Branch Township Administrator

Electronic copy
NJTPA Board Alternates, R-TAC

NJTPA

Transportation Improvement Program Fiscal Years 2010 - 2013

Routes:

Mileposts: N/A

DBNUM: 00377

Section: Ferry Program

This program will provide federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from set-aside funds and potential earmarks.

Counties: Various

Municipalities: Various

Project Type: Intermodal Programs

RCIS Category: Transit Enhancement

Sponsor: NJDOT

Est. Total Project Cost: (Million) Not Available

PENDING

FY 2010 - 2013 TIP Cost: (Million) \$22.215

Unconstrained
Year

PHASE	SOURCE	2010	2011	2012	2013	2014-2019
ERC	OTHER	\$.443				
ERC	HPP 20	\$1.772				
ERC	FERRY	\$5.000	\$5.000	\$5.000	\$5.000	\$30.000
		\$7.215	\$5.000	\$5.000	\$5.000	\$30.000

CURRENT

FY 2010 - 2013 TIP Cost: (Million) \$20.000

Unconstrained
Year

PHASE	SOURCE	2010	2 11	2012	013	201 2019
ERC	FERRY	\$5 000	\$5 000	\$.000	\$5.000	\$30.000
		\$5 000	\$5 000	\$.000	\$5.000	\$30.000

From: [Hofler, Martin](#)
To: [Burns, Donald \(ETA\)](#)
Subject: Request to Review Ferry Modification
Date: Tuesday, August 24, 2010 3:14:51 PM
Attachments: [Draft Transmittal letter Package46.pdf](#)

Good afternoon Donald:

This email is a follow-up to our Friday telephone conversation about the Long Branch Ferry Terminal project. I have attached for your review and comment a proposed modification to add funding to an existing program line item, by an administrative modification, which only requires the signature of the NJTPA Executive Director.

The justification to use a program line item derives from FTA's 49 CFR Part 613, Section 450.324(f): "...projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP."

The NJTPA has classified the Long Branch Ferry Terminal as exempt as contained in the EPA's transportation conformity regulation (40 CFR Part 93) because it is undergoing preliminary engineering, and has not yet obtained an environmental document approval. As such, the NJTPA considers the proposal for the Long Branch Ferry Terminal to be a study, which is not regionally significant.

The justification for proposing an Administrative Modification derives from the MOU for Procedures to Amend and Modify the NJTPA TIP and STIP, Section B, Part 1 (g). This section implies line item revisions can be processed without Board of Trustee or Committee approval.

Since the Long Branch Ferry Terminal's funding derives from a Congressional earmark as well as the City of Long Branch, fiscal constraint is not an issue. Please note: this project will be amended to the TIP as an individual project once an environmental document is approved and funding for future work phases has been identified.

Let me know if you have any questions or require additional information.

Martin A. Hofler
Director, Division of Capital Programming & Project Development
North Jersey Transportation Planning Authority, Inc.
One Newark Center, 17th floor
Newark, NJ 07102
Tel. 973.639.8405
Fax. 973.639.1953
hofler@njtpa.org

From: [Burns, Donald \(FTA\)](#)
To: ["Hofler, Martin"](#)
Subject: RE: Request to Review Ferry Modification
Date: Thursday, August 26, 2010 4:09:38 PM

Martin,

Thank you for the update. I'll wait to hear from NJDOT.

Donald

Donald Burns, AICP
Senior Planner
FTA - Region 2
P: 212-668-2203

From: Hofler, Martin [mailto:Hofler@njtpa.org]
Sent: Tuesday, August 24, 2010 3:14 PM
To: Burns, Donald (FTA)
Subject: Request to Review Ferry Modification

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Martin A. Hofler
Director, Division of Capital Programming & Project Development
North Jersey Transportation Planning Authority, Inc.

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Newark, NJ 07102
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FY 2010-2019 STIP Modifications and Amendments Tracker

As of: 9/15/2010

Modification Description												Detailed Modification Information							
Date from MPO	Date from NJDOT	FHWA Action Date	Ref. Number	DB #	Mod/Amend	Project Name	NJTPA	DVRPC	SJTPO	Statewide	Action Request	Sub- action	Phase	Fund	Year	Original Amount	New Amount	Amount Change	Percent Change
10/7/09	11/17/09	11/23/09	N1-A-2010	FSN09459	Amendment	Newark City, Rdwy. Resurfacing Prog.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$4.894	\$4.894	N/A
10/7/09	11/17/09	11/23/09	N2-A-2010	FSN09460	Amendment	Newark City, Traffic Signal Improvements - Wilson Ave. & Rome St.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.300	\$0.300	N/A
10/7/09	11/17/09	11/23/09	N3-A-2010	FSN09680	Amendment	Rdwy. Resurfacing Prog., Essex Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$9.876	\$9.876	N/A
10/7/09	11/17/09	11/23/09	N4-A-2010	FSN09467A	Amendment	Newark Ave., Rdwy. Improvements, Jersey City	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$4.308	\$4.308	N/A
10/7/09	11/17/09	11/23/09	N5-A-2010	FSN09467B	Amendment	Sip Ave., Resurfacing, Jersey City	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.250	\$0.250	N/A
10/7/09	11/17/09	11/23/09	N6-A-2010	FSN09472	Amendment	CR 678, Secaucus Rd. Resurfacing	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.950	\$0.950	N/A
10/7/09	11/17/09	11/23/09	N7-A-2010	FSN09683	Amendment	Secaucus Resurfacing - Secaucus Rd. & Paterson Plank Rd.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.932	\$0.932	N/A
10/7/09	11/17/09	11/23/09	N8-A-2010	FSN09684	Amendment	Bayonne Resurfacing - Ave. C from 1st St. to 18th St.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.293	\$1.293	N/A
10/7/09	11/17/09	11/23/09	N9-A-2010	FSN09697	Amendment	Resurfacing Prog., Hudson Co	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.105	\$1.105	N/A
10/7/09	11/17/09	11/23/09	N10-A-2010	FSN09698	Amendment	Pedestrian Indication Improvements, Hudson Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.725	\$0.725	N/A
10/7/09	11/17/09	11/23/09	N11-A-2010	FSN09699	Amendment	Union City, Signalization	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.000	\$1.000	N/A
10/7/09	11/17/09	11/23/09	N12-A-2010	FSN09474A	Amendment	CR 512/517, Resurfacing, Hunterdon Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.796	\$1.796	N/A
10/7/09	11/17/09	11/23/09	N13-A-2010	FSN09474B	Amendment	CR 623/625, Resurfacing, Hunterdon Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.924	\$1.924	N/A
10/7/09	11/17/09	11/23/09	N14-A-2010	FSN09440	Amendment	Rdwy. Resurfacing Prog., Middlesex Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$7.514	\$7.514	N/A
10/7/09	11/17/09	11/23/09	N15-A-2010	FSN09681	Amendment	Guiderail Installation/Replacement Prog., Middlesex Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$6.731	\$6.731	N/A
10/7/09	11/17/09	11/23/09	N16-A-2010	FSN09436	Amendment	Upgrade of Electrical Components @ Signalized Intersections, Monmouth Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$3.000	\$3.000	N/A
10/7/09	11/17/09	11/23/09	N17-A-2010	FSN09439	Amendment	Rdwy. Resurfacing Prog., Monmouth Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$5.438	\$5.438	N/A
10/7/09	11/17/09	11/23/09	N18-A-2010	FSN09431	Amendment	Traffic Signal Improvements - West Hanover Ave. & Burnham Rd., Morris Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.200	\$0.200	N/A
10/7/09	11/17/09	11/23/09	N19-A-2010	FSN09432	Amendment	Traffic Signal Improvements - Littleton Rd./Parsippany Blvd., Morris Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.200	\$0.200	N/A
10/7/09	11/17/09	11/23/09	N20-A-2010	FSN09433	Amendment	Mendham Rd., Indianhead Rd. to Kadena Rd., Resurfacing, (CR 510)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.390	\$0.390	N/A
10/7/09	11/17/09	11/23/09	N21-A-2010	FSN09433A	Amendment	Columbia Tpk., Resurfacing, Morris Ave. to Park Ave., (CR 510)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.490	\$0.490	N/A
10/7/09	11/17/09	11/23/09	N22-A-2010	FSN09433B	Amendment	East Main St., Resurfacing, Hilltop Rd./Mountain Ave. Intersection to Cold Hill Rd., (CR 510)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.290	\$0.290	N/A
10/7/09	11/17/09	11/23/09	N23-A-2010	FSN09433C	Amendment	Glen Alpine Rd., Resurfacing, US 202 to Lee's Hill Rd., (CR 646)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.405	\$0.405	N/A
10/7/09	11/17/09	11/23/09	N24-A-2010	FSN09433D	Amendment	Rt. 202, Main St., Barney La. to Boonton Tpk., Resurfacing	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.330	\$0.330	N/A
10/7/09	11/17/09	11/23/09	N25-A-2010	FSN09433E	Amendment	Rt. 202, Main St., Abbott Rd. to Washington Court, Resurfacing	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.200	\$0.200	N/A
10/7/09	11/17/09	11/23/09	N26-A-2010	FSN09433G	Amendment	Village Rd., Lee's Hill Rd. to 1.3 miles East, Resurfacing (CR 646)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.274	\$0.274	N/A
10/7/09	11/17/09	11/23/09	N27-A-2010	FSN09435	Amendment	Chester Branch Railroad Rehabilitation	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$5.800	\$5.800	N/A
10/7/09	11/17/09	11/23/09	N28-A-2010	09300	Amendment	Co. Rt. 539, Reconstruction @ Fort Dix Entrance	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.150	\$0.150	N/A
10/7/09	11/17/09	11/23/09	N29-A-2010	FSN09682	Amendment	Rdwy. Resurfacing Prog., Ocean Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$2.646	\$2.646	N/A
10/7/09	11/17/09	11/23/09	N30-A-2010	FSN09417A	Amendment	Resurfacing Prog., Passaic Co., Contract 1, (Ringwood-West Milford)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.077	\$1.077	N/A
10/7/09	11/17/09	11/23/09	N31-A-2010	FSN09417B	Amendment	Resurfacing Prog., Passaic Co., Contract 2, (Wayne)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.804	\$0.804	N/A
10/7/09	11/17/09	11/23/09	N32-A-2010	FSN09417C	Amendment	Resurfacing Prog., Passaic Co., Contract 3, (Hawthorne/No. Haledon)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.516	\$0.516	N/A
10/7/09	11/17/09	11/23/09	N33-A-2010	FSN09417D	Amendment	Resurfacing Prog., Passaic Co., Contract 4, (Little Falls)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.425	\$0.425	N/A
10/7/09	11/17/09	11/23/09	N34-A-2010	FSN09417E	Amendment	Resurfacing Prog., Passaic Co., Contract 5, (Totowa/Woodland Park)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.561	\$0.561	N/A

FY 2010-2019 STIP Modifications and Amendments Tracker

As of: 9/15/2010

Modification Description												Detailed Modification Information							
Date from MPO	Date from NJDOT	FHWA Action Date	Ref. Number	DB #	Mod/Amend	Project Name	NJTPA	DVRPC	SJTPO	Statewide	Action Request	Sub- action	Phase	Fund	Year	Original Amount	New Amount	Amount Change	Percent Change
10/7/09	11/17/09	11/23/09	N35-A-2010	FSN09417F	Amendment	Resurfacing Prog., Passaic Co., Contract 6, (West Milford/Pompton Lakes/Bloomingtondale)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.703	\$0.703	N/A
10/7/09	11/17/09	11/23/09	N36-A-2010	FSN09417G	Amendment	Resurfacing Prog., Passaic Co., Contract 7, (Paterson/Haledon)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.481	\$0.481	N/A
10/7/09	11/17/09	11/23/09	N37-A-2010	FSN09417H	Amendment	Resurfacing Prog., Passaic Co., Contract 8, (Paulison Ave. - Peach St. to River Dr.)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.540	\$0.540	N/A
10/7/09	11/17/09	11/23/09	N38-A-2010	FSN09417J	Amendment	Resurfacing Prog., Passaic Co., Contract 9, (Clifton)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.179	\$1.179	N/A
10/7/09	11/17/09	11/23/09	N39-A-2010	FSN09417K	Amendment	Resurfacing Prog., Passaic Co., Contract 10, (Clifton-Paterson)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.523	\$0.523	N/A
10/7/09	11/17/09	11/23/09	N40-A-2010	FSN09417L	Amendment	Resurfacing Prog., Passaic Co., Contract 11, (Wayne)	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$2.479	\$2.479	N/A
10/7/09	11/17/09	11/23/09	N41-A-2010	FSN09416	Amendment	Rdwy. Resurfacing Prog., Somerset Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$5.649	\$5.649	N/A
10/7/09	11/17/09	11/23/09	N42-A-2010	FSN09409	Amendment	CR 620, Microresurfacing	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.056	\$0.056	N/A
10/7/09	11/17/09	11/23/09	N43-A-2010	FSN09410	Amendment	CR 616, Rdwy. Resurfacing	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.045	\$1.045	N/A
10/7/09	11/17/09	11/23/09	N44-A-2010	FSN09412	Amendment	Bridge Q-11, Replacement, Sussex Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$1.200	\$1.200	N/A
10/7/09	11/17/09	11/23/09	N45-A-2010	FSN09413	Amendment	Bridge Q-09, Replacement, Sussex Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.600	\$0.600	N/A
10/7/09	11/17/09	11/23/09	N46-A-2010	FSN09414	Amendment	CR 519, Rdwy. Rehabilitation	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.819	\$0.819	N/A
10/7/09	11/17/09	11/23/09	N47-A-2010	FSN09401A	Amendment	Elizabeth Intersection Improvements, Contract 1	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.684	\$0.684	N/A
10/7/09	11/17/09	11/23/09	N48-A-2010	FSN09401B	Amendment	Elizabeth Intersection Improvements, Contract 2	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.567	\$0.567	N/A
10/7/09	11/17/09	11/23/09	N49-A-2010	FSN09401C	Amendment	Elizabeth Intersection Improvements, Contract 3	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.853	\$0.853	N/A
10/7/09	11/17/09	11/23/09	N50-A-2010	FSN09401D	Amendment	Elizabeth/Hillside Intersection Improvements	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.426	\$0.426	N/A
10/7/09	11/17/09	11/23/09	N51-A-2010	FSN09402	Amendment	Park Ave. Corridor Improvements, Union Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$0.875	\$0.875	N/A
10/7/09	11/17/09	11/23/09	N52-A-2010	FSN09405	Amendment	Rdwy. Improvements & Handicap Ramps, Union Co.	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$4.588	\$4.588	N/A
10/7/09	11/17/09	11/23/09	N53-A-2010	FSN09397	Amendment	CR 519, Rdwy. Improvements	X				Proj. addition		CON	ARRA-NJ	2010	\$0.000	\$3.720	\$3.720	N/A
10/7/09	11/17/09		N2-M-2010	98551	Modification	Baldwin Ave., Intersection Improvements, Weehawken	X				Phase addition		CON	ARRA-NJ	2010	\$0.000	\$1.000	\$1.000	N/A
10/7/09	11/17/09		N3-M-2010	98537	Modification	Bergen Arches through Jersey City Palisades	X				Increase funding		ERC	DEMO	2010	\$1.000	\$7.000	\$6.000	600%
											Decrease funding		ERC	DEMO	2012	\$12.407	\$6.407	-\$6.000	-48%
10/19/09	11/18/09		S1-M-2010	98516	Modification	Tuckahoe Rd. NJT Br. (AKA Jim Lee Crossing), Cape May Branch Rail Line, CR 557			X		Proj. funded in FY 2009		CON	BRIDGE	2010	\$7.243	\$0.000	-\$7.243	-100%
10/19/09	11/18/09		S2-M-2010	S9820	Modification	Airport Circle Elimination, CR 563, 646			X		Phase addition		CON	HPP20	2010	\$0.000	\$0.758	\$0.758	N/A
													CON	HSIP	2010	\$0.000	\$2.028	\$2.028	N/A
													CON	STP	2010	\$0.000	\$5.215	\$5.215	N/A
											Phase deletion		ERC	HPP20	2010	\$0.758	\$0.000	-\$0.758	-100%
	11/23/09			95116	Modification	Rt. 22, Liberty Ave. & Conrail Br.	X				Phase addition		CON	BRIDGE	2010	\$0.000	\$17.423	\$17.423	N/A
													CON	ARRA-NJ	2010	\$0.000	\$19.275	\$19.275	N/A
											Phase deletion		CON	BRIDGE	2012	\$18.923	\$0.000	-\$18.923	-100%
													CON	BRIDGE	2013	\$17.954	\$0.000	-\$17.954	-100%
1/29/10	3/24/10	3/24/10	N59-A-2010	10304	Amendment	Rt. 202 & Rt. 23, Resurfacing	X				Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$6.910	\$6.910	N/A
1/29/10	3/24/10	3/24/10	N60-A-2010	10306	Amendment	Rt. 70 East of Vermont Ave. to Rt. 34	X				Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$11.290	\$11.290	N/A
1/29/10	3/24/10	3/24/10	N61-A-2010	10307	Amendment	Rt. 70 East of No. Branch Rd. to CR 539	X				Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$5.075	\$5.075	N/A
1/29/10	3/24/10	3/24/10	N62-A-2010	10308	Amendment	Rt. 37 EB & WB, mp 0.0-5.95, Resurfacing	X				Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$5.070	\$5.070	N/A
1/29/10	3/24/10	3/24/10	N63-A-2010	10309	Amendment	Rt. 37 EB & WB, mp 11.4-13.443, Resurfacing	X				Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$2.040	\$2.040	N/A
1/29/10	3/24/10			09305	Modification	Rt. 36 & Rumson Rd. to Union Ave.	X				Advance proj.		CON	ARRA-DOT	2010	\$0.000	\$7.165	\$7.165	N/A
											Phase deletion		CON	State	2011	\$6.500	\$0.000	-\$6.500	-100%
1/29/10	3/25/10	3/29/10	N65-A-2010	10349	Amendment	Rt. 9, Bay Ave. to No. of Lakeside Dr., Resurfacing	X				Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$9.660	\$9.660	N/A
11/2/09	12/11/09			FSN09438	Modification	Co. Br. S-31, Priority 1 Structural Steel Repairs	X				Delete funding source		CON	ARRA-NJ	2010	\$1.300	\$0.000	-\$1.300	-100%

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As of: 9/15/2010

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											Add funding source		CON	Other	2010	\$0.000	\$1.300	\$1.300	N/A
11/2/09	12/11/09			FSN09437	Modification	Co. Br. MN-10 Reconstruction & Rehabilitation of Millhurst Dam	X				Increase funding source		CON	ARRA-NJ	2010	\$1.946	\$3.246	\$1.300	67%
											Decrease funding source		CON	Other	2010	\$2.354	\$1.054	-\$1.300	-55%
1/5/10	12/17/09			96022	Modification	Rt. 30, Pomona Rd. (CR 575)			X		Increased funding need		CON	NHS	2010	\$2.597	\$5.597	\$3.000	116%
1/5/10	12/17/09			03304C	Modification	Rt. 322, Big Ditch Br. Replacement			X		Project slip		CON	BRIDGE	2010	\$4.300	\$0.000	-\$4.300	-100%
													CON	BRIDGE	2011	\$0.000	\$4.300	\$4.300	N/A
12/9/09	12/21/09			FSD09483	Modification	Marne Hwy., Hartford Rd. to Mt. Holly Bypass, Resurfacing		X			Remove phase & transfer phase & funding to DB #FSD09698		CON	ARRA-STU	2010	\$1.343	\$0.000	-\$1.343	-100%
12/9/09	12/21/09			FSD09484	Modification	Old York Rd., CR 543 to CR 678 CR 545 to CR 677, Resurfacing		X			Remove phase & transfer phase & funding to DB #FSD09698		CON	ARRA-STU	2010	\$0.825	\$0.000	-\$0.825	-100%
12/9/09	12/21/09			FSD09485	Modification	Jacksonville-Heading Rd., from CR 660 to CR 543, Resurfacing		X			Remove phase & transfer phase & funding to DB #FSD09698		CON	ARRA-STU	2010	\$0.332	\$0.000	-\$0.332	-100%
				FSD09698	Modification	Resurfacing Prog., Burlington Co.		X			Add proj.		CON	ARRA-STU	2010	\$0.000	\$2.500	\$2.500	N/A
12/9/09	12/21/09			FSD09486	Modification	Traffic Signal Upgrade & Coordination, Medford Twp., Medford Lakes Boro. (CR 541)		X			Remove phase & transfer phase & funding to DB #FSD09697		CON	ARRA-STU	2010	\$1.500	\$0.000	-\$1.500	-100%
12/9/09	12/21/09			FSD09487	Modification	Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Twps.		X			Remove phase & transfer phase & funding to DB #FSD09697		CON	ARRA-STU	2010	\$4.000	\$0.000	-\$4.000	-100%
12/9/09	12/21/09			FSD09697	Modification	Traffic Signal Upgrade & Coordination, Burlington Co.		X			Add proj.		CON	ARRA-STU	2010	\$0.000	\$5.500	\$5.500	N/A
11/16/09	12/23/09			D0905	Modification	Bicycle Facilities & St. Lighting, Haddon Heights		X			Add proj.		CON	DEMO	2010	\$0.000	\$0.277	\$0.277	N/A
11/19/09	1/4/10			FSD09533	Modification	Guiderail Replacement Prog., Camden Co.		X			Decrease funding source & transfer decreased amnt. to DB #D1002		CON	ARRA-STU	2010	\$4.000	\$3.250	\$0.750	19%
11/19/09	1/4/10	1/4/10		D1002	Amendment	CR 678, Mount Royal Rd., Resurfacing		X			Add proj.		CON	ARRA-STU	2010	\$0.000	\$0.750	\$0.750	N/A
12/9/09	1/5/10			D0805	Modification	Jacksonville-Jobstown Rd., Br. over branch of the Assicunk Creek		X			Phase addition		ROW	STP-STU	2010	\$0.000	\$0.020	\$0.020	N/A

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12/9/09	1/5/10			D026	Modification	DVRPC, Future Projs.		X			Decrease funding source & transfer decreased amnt. to DB #D0805		ERC	STP-STU	2010	\$4.150	\$4.130	\$0.020	0%
1/29/10	2/1/10	2/2/10	N55-A-2010	09359	Amendment	NJ Tpk. to East of Imlaystown-Hightstown Rd.	X				Add proj.		CON	ARRA-DOT	2010	\$0.000	\$12.500	\$12.500	N/A
1/28/10	2/1/10	2/2/10	D3-A-2010	09359	Amendment	NJ Tpk. to East of Imlaystown-Hightstown Rd.		X			Add proj.		CON	ARRA-DOT	2010	\$2.500	\$2.500	\$2.500	N/A
12/14/09	1/13/10			NS9606	Modification	Fifth Ave. Br. (AKA Fair Lawn Ave. Br.) over Passaic River	X				Delete phase		ROW	STP-NJ	2010	\$0.200	\$0.000	-\$0.200	-100%
											Reprogram phase		ROW	STP-NJ	2011	\$0.000	\$0.200	\$0.200	N/A
											Add phase		DES	BRIDGE	2010	\$0.000	\$1.200	\$1.200	N/A
12/14/09	1/13/10			NS0311	Modification	14th St. Viaduct	X				Add phase		ROW	BRIDGE	2010	\$0.000	\$0.600	\$0.600	N/A
12/14/09	1/13/10			NS0601	Modification	Co. Rt. 571 @ Francis Mills	X				Add phase		DES	STP-NJ	2010	\$0.000	\$0.700	\$0.700	N/A
12/23/09	1/19/10			FSD09521A	Modification	Cleveland Ave., Recon., ARRA		X			Funding switch		CON	ARRA-STU	2010	\$0.500	\$0.000	-\$0.500	-100%
													CON	STP-STU	2010	\$0.000	\$0.500	\$0.500	N/A
12/23/09	1/19/10			FSD09502A	Modification	Mercer Co. ADA Ramps		X			Add breakout proj.		CON	ARRA-STU	2010	\$0.000	\$0.675	\$0.675	N/A
						Mercer Co. Pedestrian Signal Improvements, ARRA		X			Decrease funding		CON	ARRA-STU	2010	\$0.600	\$0.425	\$0.175	29%
12/23/09	1/19/10			D026	Modification	DVRPC, Future Projs.		X			Decrease funding		ERC	STP-STU	2010	\$4.130	\$3.630	\$0.500	12%
11/24/09	1/20/10			09535	Amendment	Montclair State University Rdwy. Improvements	X				Add proj.		CON	HPP20	2010	\$0.000	\$2.190	\$2.190	N/A
	1/20/10			NS9812	Amendment	McClellan St. Underpass	X				Add proj.		DES	STP-NJ	2010	\$0.000	\$0.525	\$0.525	N/A
													ROW	STP-NJ	2011	\$0.000	\$0.600	\$0.600	N/A
													CON	STP-NJ	2012	\$0.000	\$5.000	\$5.000	N/A
	1/20/10			NS0503	Modification	Middle Valley Rd. Br. over So. Branch of Raritan River	X				Delete phase		ROW	STP-NJ	2010	\$0.275	\$0.000	-\$0.275	-100%
	1/20/10			NS9909	Modification	Newburgh Rd. Br. over Musconetcong River	X				Delete phase		ROW	STP-NJ	2010	\$0.250	\$0.000	-\$0.250	-100%
2/1/10	2/2/10	2/9/10		115B	Amendment	Rt. 18 Ext., Hoes La. Ext. to I-287 (3A)	X				Add proj.		UTI	HPP10(LC)	2010	\$0.000	\$5.000	\$5.000	N/A
10/30/09	1/22/10			FSD09522	Modification	Broad St., Ferry to Lafayette Grove Rd. (CR 643) & Mantua-Grove Rd. (CR 656), Resurfacing		X			Edit proj. scope		N/A	N/A	N/A	N/A	N/A	N/A	N/A
1/14/10	1/27/10	2/9/10		D1003	Amendment			X			Add proj.		CON	ARRA-STU	2010	\$0.000	\$0.710	\$0.710	N/A
														STP-STU	2010	\$0.000	\$0.190	\$0.190	N/A
						DVRPC, Future Projs.		X			Decrease funding		ERC	STP-STU	2010	\$3.630	\$3.440	\$0.190	5%
3/17/10	1/28/10		N15-M-2010	93227C	Modification	Rt. 27, Wood Ave.	X				Change in funding source		ROW	STP-NJ	2010	\$0.000	\$2.564	\$2.564	N/A
											Change in funding source		ROW	STATE	2010	\$2.564	\$0.000	-\$2.564	-100%
	1/28/10		N16-M-2010	089A1	Modification	Rt. 10, Commerce Blvd. Improvements	X				Change in funding source		ROW	STP-NJ	2010	\$0.000	\$1.200	\$1.200	NA
											Change in funding source		ROW	STATE	2010	\$1.200	\$0.000	-\$1.200	-100%
	1/28/10		N17-M-2010	177A	Modification	Rt. 35, Greenwood Dr. to Prospect Ave.	X				Change in funding source		ROW	STP-NJ	2010	\$0.000	\$2.000	\$2.000	N/A
											Change in funding source		ROW	STATE	2010	\$2.000	\$0.000	-\$2.000	-100%
2/4/10	2/4/10			95116	Modification	Rt. 22, Liberty Ave. & Conrail Br.	X				Delete funding source		CON	BRIDGE	2010	\$17.423	\$0.000	-\$17.423	-100%

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											Increase funding source		CON	ARRA-DOT	2010	\$19.275	\$35.000	\$15.725	82%
2/1/10	2/2/10		D4-A-2010	D1001	Amendment	Bridge 7-P-1 over Great Egg Harbor, Replacement		X			Add proj.		CON	ARRA-STU	2010	\$0.000	\$1.400	\$1.400	N/A
3/8/10	4/6/10		D10-A-2010	10305	Amendment	Rt. 68 No. of Mt. Pleasant Rd. to So. of Aarsonson		X			Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$4.965	\$4.965	N/A
2/1/10	2/8/10	2/9/10	N57-A-2010	NS0103	Amendment	JFK Blvd. 32nd St. Ped. Crossing	X				Proj. addition		ROW	STP-NJ	2010	\$0.000	\$0.250	\$0.250	N/A
													CON	STP-NJ	2010	\$0.000	\$4.000	\$4.000	N/A
		2/9/10	N58-A-2010	NS9705	Amendment	Bordentown Ave./Ernston Rd., Int. Imps. CR 615, 673	X				Proj. addition		CON	STP-NJ	2010	\$0.000	\$10.000	\$10.000	N/A
3/9/10	3/9/10		SW-1-2010	X47	Modification	Traffic Signal Replacement				X	Prog. line item decrease		EC	HSIP	2010	\$2.500	\$0.500	-\$2.000	-80%
			SW-2-2010	X51	Modification	Pavement Preservation				X	Prog. line item increase		EC	STP	2010	\$0.000	\$2.000	\$2.000	N/A
2/1/10	2/19/10		S5-M-2010	S0905	Modification	First Rd., Resurfacing			X		Decrease funding source		CON	STP-SJ	2010	\$1.425	\$1.325	-\$0.100	-7%
			S1-A-2010	S0906	Amendment	West Duerer St., Pomona Rd. to Cologne Ave., Repaving			X		Proj. addition		DES	STP-SJ	2010	\$0.000	\$0.100	\$0.100	N/A
1/28/10	2/22/10	2/23/10	D6-A-2010	D1005	Amendment	Battleship NJ Repaving Proj.		X			Proj. addition		CON	DEMO	2010	\$0.000	\$0.414	\$0.414	N/A
2/25/10	2/26/10	3/2/10	D7-A-2010	2390	Amendment	Delaware River Heritage Trail, Burlington, Mercer		X			Proj. addition		CON	ARRA-STU	2010	\$0.000	\$2.000	\$2.000	N/A
1/28/10	3/2/10		D8-A-2010	10307	Amendment	Rt. 70 East of No. Branch Rd. to CR 539		X			Proj. addition		CON	ARRA-DOT	2010	\$0.000	\$2.175	\$2.175	N/A
2/4/10	3/30/10	3/30/10	N66-A-2010	98541	Amendment	So. Amboy Intermodal Ctr.	X				Proj. addition		CON	DEMO	2010	\$0.000	\$8.507	\$8.507	N/A
3/30/10	3/30/10		N14-M-2010	10309	Modification	Rt. 37 EB & WB, mp 11.4-13.443, Resurfacing	X				Project cost increase		CON	ARRA-DOT	2010	\$2.040	\$4.040	\$2.000	98%
3/11/10	3/31/10	4/1/10	D9-A-2010	D0808	Amendment	Tanyard Rd., Resurfacing & Safety Improvements (CR 663)		X			Proj. addition		CON	DEMO	2010	\$0.000	\$0.500	\$0.500	N/A
			D18-M-2010	D0503	Modification	Egg Harbor Rd., Hurffville-Cross Keys Rd. to Hurffville-Grenloch Rd., CR 630		X			Add phase		FD	STP-STU	2010	\$0.000	\$0.891	\$0.891	N/A
			D19-M-2010	D026	Modification	DVRPC, Future Projs.		X			Decrease funding source		ERC	STP-STU	2010	\$3.440	\$2.549	\$0.891	26%
2/1/10	4/1/10	4/6/10	S2-A-2010	S1001	Amendment	Tilton and Fire Roads, Signal Improvements			X		Proj. addition		CON	HSIP	2010	\$0.000	\$0.300	\$0.300	N/A
		4/6/10	S3-A-2010	S1002	Amendment	Tilton Road Pedestrian Safety Project			X		Proj. addition		ERC	HSIP	2010	\$0.000	\$0.450	\$0.450	N/A
			S6-M-2010	04314	Modification	Local Safety/High Risk Rural Roads Program			X		Decrease funding source		ERC	HSIP	2010	\$1.000	\$0.250	\$0.750	75%
2/1/10	4/7/10		S4-A-2010	97045	Amendment	Salem-Hancock's Br. Rd., Phase II, CR 658			X		Existing Phase I changed to Phase II		CON	STP-SJ	2010	\$1.000	\$0.000	-\$1.000	-100%
			S5-A-2010	09337	Amendment	Salem-Hancock's Br. Rd., Phase I, CR 658			X		Existing Phase II and III merged		CON	STP-SJ	2010	\$0.000	\$1.800	\$1.800	N/A
5/11/10	5/11/10		N21-M-2010	98542	Modification	Chimney Rock Rd. Interchange Improvements	X				Project phase slippage		CON	STP-NJ	2010	\$22.000	\$0.000	-\$22.000	100%
													CON	STP-NJ	2011	\$0.000	\$44.616	\$44.616	N/A
			N22-M-2010	799	Modification	Rt. 3, Passaic River Crossing	X				Change of funding source		CON	STATE	2010	\$21.000	\$0.000	-\$21.000	-100%
													CON	STATE	2011	\$86.500	\$0.000	-\$86.500	-100%
													CON	STATE	2012	\$63.340	\$0.000	-\$63.340	-100%
													CON	BRIDGE	2010	\$0.000	\$15.500	\$15.500	N/A
													CON	BRIDGE	2011	\$0.000	\$23.000	\$23.000	N/A
													CON	BRIDGE	2012	\$0.000	\$15.000	\$15.000	N/A
													CON	NHS	2010	\$0.000	\$74.500	\$74.500	N/A
													CON	NHS	2011	\$0.000	\$19.000	\$19.000	N/A
													CON	NHS	2012	\$0.000	\$64.000	\$64.000	N/A

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			N23-M-2010	146	Modification	Rt. 27, Six Mile Run Br. (3E)	X				Project phase slippage, change of funding source		CON	BRIDGE	2010	\$5.463	\$0.000	-\$5.463	-100%
													CON	STATE	2012	\$0.000	\$5.463	\$5.463	N/A
			N24-M-2010	9155	Modification	Rt. 130, Adams La. (16)	X				Project phase slippage, change of funding source		CON	NHS	2010	\$10.228	\$0.000	-\$10.228	-100%
													CON	STATE	2012	\$0.000	\$10.228	\$10.228	N/A
			N25-M-2010	00314	Modification	Rt. 280, Rt. 21 Interchange Improvements	X				Project phase slippage		DES	I-MAINT	2010	\$7.000	\$0.000	\$7.000	100%
			N26-M-2010	04389	Modification	Rt. 287/78, I-287/202/206 Interchange Improvements	X				Project phase slippage		DES	I-MAINT	2010	\$3.000	\$0.000	-\$3.000	-100%
													DES	I-MAINT	2012	\$0.000	\$2.000	\$2.000	N/A
			N27-M-2010	93287	Modification	Rt. 46, Little Ferry Circle, Operational & Safety Improvements	X				Project phase slippage, change of funding source		CON	HPP20	2010	\$1.095	\$0.000	-\$1.095	-100%
													CON	HPP20	2011	\$0.000	\$1.095	\$1.095	N/A
													CON	STP	2010	\$14.749	\$0.000	-\$14.749	-100%
													CON	STATE	2012	\$0.000	\$14.749	\$14.749	N/A
			N28-M-2010	051	Modification	Rt. 1&9T, St. Paul's Ave./Conrail Br. (25)	X				Multi-yr. funded project		CON	BRIDGE	2011	\$33.100	\$0.000	-\$33.100	-100%
			N29-M-2010	09307	Modification	Rt. 9, SB mp 115.3 to 128.0, NB mp 122.3 to 128.0	X				Project phase slippage, change of funding source		CON	NHS	2011	\$17.133	\$0.000	-\$17.133	-100%
													CON	STATE	2012	\$0.000	\$17.133	\$17.133	N/A
			N30-M-2010	97071	Modification	Rt. 9, Craig Rd./East Freehold Rd., Intersection Improvements	X				Change of funding source		CON	NHS	2012	\$9.600	\$0.000	-\$9.600	-100%
													CON	STATE	2012	\$0.000	\$9.600	\$9.600	N/A
			N31-M-2010	06373	Modification	Rt. 495, Rt. 1&9/Paterson Plank Rd. Br.	X				Project phase advance, change of funding source		CON	BRIDGE	2012	\$24.355	\$0.000	-\$24.355	-100%
													CON	BRIDGE	2013	\$26.294	\$0.000	-\$26.294	-100%
			N32-M-2010	9394	Modification	Rt. 18, Interchange of CRS 516/527	X				Change of funding source		CON	NHS	2012	\$10.000	\$0.000	-\$10.000	-100%
													CON	STATE	2012	\$0.000	\$10.000	\$10.000	N/A
			N33-M-2010	9145	Modification	Rt. 21, SB Viaduct Chester Ave. (8)	X				Proj. phase slippage, change of funding source		DES	BRIDGE	2010	\$4.150	\$0.000	-\$4.150	-100%
													DES	STATE	2011	\$0.000	\$4.150	\$4.150	N/A
			N34-M-2010	02399	Modification	Rt. 287, Glaser's Pond, Long-Term Drainage Improvements	X				Change of funding source		CON	I-MAINT	2013	\$4.100	\$0.000	-\$4.100	-100%
													CON	STATE	2013	\$0.000	\$4.100	\$4.100	N/A
			N35-M-2010	06369	Modification	Rt. 37, Mathis Br. EB over Barnegat Bay	X				Change of funding source		DES	BRIDGE	2011	\$6.900	\$0.000	-\$6.900	-100%
													DES	STATE	2011	\$0.000	\$6.900	\$6.900	N/A
4/21/10	5/11/10		D25-M-2010	9310	Modification	Rt. 130, Raccoon Creek Br. Replacement & Pavement Rehabilitation		X			Project phase deletion		DES	BRIDGE	2010	\$3.000	\$0.000	-\$3.000	-100%
			D26-M-2010	9310	Modification	Rt. 129, Resurfacing		X			Change of funding source		CON	STATE	2010	\$2.925	\$0.000	-\$2.925	-100%

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											Project phase added		CON	STP	2010	\$0.000	\$3.000	\$3.000	N/A
	4/15/10		D20-M-2010	D0412	Modification	Mercer Co. Rdwy. Safety Improvements		X					CON	STP-STU	2010	\$0.000	\$0.952	\$0.952	N/A
			D21-M-2010	D026	Modification	DVRPC, Future Projs.		X			Decrease funding source		ERC	STP-STU	2010	\$2.549	\$1.597	\$0.952	37%
	4/16/10		D22-M-2010	99362A	Modification	Trenton Amtrak Bridges Detour Route		X			Decrease funding source		CON	STP-STU	2010	\$1.230	\$0.150	-\$1.080	-88%
			D23-M-2010	D0204	Modification	Trans. & Community Development Initiative (TCDI) DVRPC		X			Increse funding source		PRA	STP-STU	2010	\$0.080	\$1.160	\$1.080	1350%
5/17/10	5/18/10		D27-M-2010	X03A	Modification	Restriping Prog. & Line Reflectivity Mgt. Sys.		X			Decrease DVRPC portion of proj.		EC	STP	2010	\$5.000	\$2.700	\$2.300	46%
4/26/10	5/18/10		N36-M-2010	X03A	Modification	Restriping Prog. & Line Reflectivity Mgt. Sys.	X				Increase NJTPA portion of proj.		EC	STP	2010	\$7.800	\$9.000	\$1.200	15%
4/30/10	5/18/10		S10-M-2010	X03A	Modification	Restriping Prog. & Line Reflectivity Mgt. Sys.			X		Increase SJTPO portion of proj.		EC	STP	2010	\$2.200	\$3.300	\$1.100	50%
4/23/10	5/4/10		N18-M-2010	NS0311	Modification	14th St. Viaduct	X				Advance proj. in FY 2010		CON	STP-NJ	2010	\$17.380	\$58.000	\$40.620	234%
													CON	STP-NJ	2011	\$14.396	\$0.000	-\$14.396	-100%
													CON	STP-NJ	2012	\$13.224	\$0.000	-\$13.224	-100%
			N19-M-2010	N063	Modification	NJTPA, Future Projs.	X				Add funds		ERC	STP-NJ	2010	\$0.000	\$3.400	\$3.400	N/A
			N20-M-2010	NS9906	Modification	Wertsville Rd. Br. (E-174) over Tributary of Back Brook, CR 602	X				Delete funds		CON	STP-NJ	2010	\$3.400	\$0.000	-\$3.400	-100%
5/12/10	5/12/10		S9-M-2010	9351	Modification	Rt. 9, Breakwater Rd. Ext./Bennetts Crossing	X				Project cost increase		CON	NHS	2010	\$7.800	\$13.309	-\$5.509	-71%
			S13-M-2010	95043	Modification	Rt. 9, Bennett's Crossing, Int. Imps.			X		Delete project		CON	HSIP	2011	\$8.584	\$0.000	-\$8.584	-100%
4/23/10	5/7/10		S7-M-2010	S1002	Modification	Tilton Rd. Pedestrian Safety Proj.			X		Project cost increase		ERC	HSIP	2010	\$0.450	\$0.700	\$0.250	56%
			S8-M-2010	04314	Modification	Local Safety/High Risk Rural Rds. Prog.			X		Project cost decrease		ERC	HSIP	2010	\$0.250	\$0.000	-\$0.250	-100%
7/15/10	7/16/10		N70-M-2010	177A	Modification	Rt. 35, Greenwood Dr. to Prospect Ave.	X				Project cost increase		ROW	STP-NJ	2010	\$2.000	\$4.100	\$2.100	105%
			N71-M-2010	94060	Modification	Rt. 206, Crusers Brook Br. (41)					Project phase addition		DES	Bridge	2010	\$0.000	\$0.900	\$0.900	N/A
			N72-M-2010	075A	Modification	Rt. 7, Hackensack River (WittPenn) Br., Contract 1					Project phase addition		ROW	Bridge	2010	\$0.000	\$24.000	\$24.000	N/A
			N73-M-2010	93227C	Modification	Rt. 27, Wood Ave.					Project phase advance		ROW	STP-NJ	2011	\$3.436	\$0.000	-\$3.436	-100%
													ROW	STP-NJ	2010	\$2.564	\$6.000	\$3.436	134%
7/15/10	7/22/10		N77-M-2010	09312	Modification	Rt. 88, Pavement Rehab., Ocean Co.	X				Project phase advance		CON	STP	2010	\$0.000	\$5.111	\$5.111	N/A
											Project phase deletion		CON	State	2013	\$3.173	\$0.000	-\$3.173	-100%
	6/2/10			X152	Modification	Rockfall Mitigation				X	Proj. cost increase		ERC	HSIP	2010	\$2.000	\$4.000	\$2.000	100%
7/15/10	7/22/10		N74-M-2010	04386	Modification	Rt. 17, Northbound over I-80, Br. Deck Replacement	X				Change of fund source		CON	Bridge	2010	\$12.427	\$0.000	-\$12.427	-100%
											Change of fund source and proj. cost increase		CON	M	2010	\$0.000	\$14.759	\$14.759	N/A
			N75-M-2010	99417	Modification	Rt. 3, Hackensack River (eastbound & westbound) Rehabilitaiton	X				Proj. phase addition		ROW	Bridge	2010	\$0.000	\$0.840	\$0.840	N/A

FY 2010-2019 STIP Modifications and Amendments Tracker

As of: 9/15/2010

Modification Description												Detailed Modification Information							
Date from MPO	Date from NJDOT	FHWA Action Date	Ref. Number	DB #	Mod/Amend	Project Name	NJTPA	DVRPC	SJTPO	Statewide	Action Request	Sub- action	Phase	Fund	Year	Original Amount	New Amount	Amount Change	Percent Change
7/8/10	7/22/10		N76-M-2010	94022	Modification	Rt. 9, Westecunk Creek Br. (34)	X				Proj. phase slippage		CON	Bridge	2010	\$5.850	\$0.000	-\$5.850	-100%
						Jacksonville-Jobstown Rd., Br. over branch of the Assicunk Creek							CON	Bridge	2011	\$0.000	\$5.850	\$5.850	N/A
4/21/10	6/14/10		D28-M-2010	D0805	Modification			X			Proj. cost increase		CON	STP-STU	2010	\$0.850	\$1.350	\$0.500	59%
5/6/10	6/14/10		N67-M-2010	NS0103	Modification	JFK Blvd./32nd St. Pedestrian Crossing	X				Proj. cost increase		CON	STP-NJ	2010	\$4.000	\$4.300	\$0.300	8%
			N68-M-2010	NS0301	Modification	New Brunswick Bikeway	X				Proj. cost increase		DES	STP-NJ	2010	\$0.450	\$1.400	\$0.950	211%
			N69-M-2010	NS0209	Modification	Rosemont-Raven Rock Rd. Br. over Lockatong Creek	X				Proj. phase slippage		CON	STP-NJ	2010	\$1.250	\$0.000	-\$1.250	-100%
													CON	STP-NJ	2011	\$0.000	\$1.250	\$1.250	N/A
6/9/10	6/16/10		D29-M-2010	D026	Modification	DVRPC, Future Projs.		X			Proj. cost decrease		ERC	STP-STU	2010	\$1.597	\$0.000	-\$1.597	-100%
			D30-M-2010	X30A	Modification	Metropolitan PIng.		X			Proj. cost increase		PLS	STP-STU	2010	\$1.860	\$3.457	\$1.597	86%
6/17/10	6/17/10	6/22/10	D11-A-2010	10403	Amendment	Rt. 322, Resurfacing, Harrison Twp. Line to Rt. 45 King's Hwy., Resurfacing, 2 Locations, East Greenwich (CR 551)		X			New proj. addition		CON	ARRA-STU	2010	\$0.000	\$1.500	\$1.500	N/A
		6/22/10	D12-A-2010	D1012	Amendment	CR 651, Greentree Rd., Resurfacing, Chapel Heights Rd. (CR 639) to Egg Harbor Rd. (CR 630)		X			New proj. addition		CON	ARRA-STU	2010	\$0.000	\$1.800	\$1.800	N/A
		6/22/10	D13-A-2010	D1013	Amendment			X			New proj. addition		CON	ARRA-STU	2010	\$0.000	\$2.000	\$2.000	N/A
7/28/10	8/3/10	8/10/10	S6-A-2010	06370	Amendment	Rt. 30, Absecon Blvd. over Beach Thorofare			X		Proj. phase advance and change of fund source		CON	STATE	2012	\$9.368	\$0.000	-\$9.368	-100%
						Rt. 80, Truck Weigh Station, Eastbound, Knowlton Twp.							CON	BRIDGE	2010	\$0.000	\$7.768	\$7.768	N/A
7/15/10	7/26/10		N78-M-2010	285A	Modification		X				Proj. phase advance		CON	I-Maint	2010	\$0.000	\$18.724	\$18.724	N/A
													CON	I-Maint	2011	\$15.205	\$0.000	-\$15.205	-100%
			N79-M-2010	08370	Modification	Rt. 1&9, Pulaski Skyway Interim Repairs	X				Proj. cost decrease		ERC	Bridge	2010	\$44.000	\$9.000	\$35.000	80%
													ERC	Bridge	2011	\$40.000	\$10.000	\$30.000	75%
6/21/10	6/25/10		SW-3-2010	02393	Modification	Trans. & Community System Preservation Prog.				X	Proj. cost increase		ERC	ARRA-NJ	2010	\$0.000	\$1.008	\$1.008	N/A
6/9/10	6/28/10		SW-4-2010	X152	Modification	Rockfall Mitigation				X	Proj. cost increase		ERC	HSIP	2010	\$2.000	\$4.000	\$2.000	100%
6/9/10	6/28/10	6/29/10	D14-A-2010	D0902	Amendment	River Rd. Imps., Cramer Hill		X			Add proj.		PE	DEMO	2010	\$0.000	\$0.200	\$0.200	N/A
													FD	DEMO	2011	\$0.000	\$0.250	\$0.250	N/A
													CON	DEMO	2011	\$0.000	\$0.800	\$0.800	N/A
													CON	DEMO	2012	\$0.000	\$2.758	\$2.758	N/A
6/10/10	7/6/10		D31-M-2010	95078B1	Modification	Rt. 130, Campus Dr.		X			Proj. phase cost decrease		CON	STP-STU	2010	\$4.549	\$3.374	\$1.175	26%
											Proj. phase addition		ROW	STP-STU	2010	\$0.000	\$1.000	\$1.000	N/A
			D32-M-2010	D9912	Modification	So. Pemberton Rd., CR 530					Proj. phase addition		FD	STP-STU	2010	\$0.000	\$0.175	\$0.175	N/A
6/10/10	7/7/10	7/13/10	D16-A-2010	D1010	Amendment	Traffic Operations Center Back-Up Power System, Burlington Co.		X			Proj. addition		CON	CMAQ	2010	\$0.000	\$0.200	\$0.200	N/A
6/10/10	7/7/10	7/13/10	D17-A-2010	D1011	Amendment	Mercer Co. Bus Purchase		X			Proj. addition		CON	CMAQ	2010	\$0.000	\$0.420	\$0.420	N/A
6/10/10	7/7/10		D33-M-2010	D0601	Modification	Camden Co. Bus Purchase		X			Proj. phase cost increase		EC	CMAQ	2010	\$0.100	\$0.210	\$0.110	110%
6/10/10	7/7/10		D34-M-2010	D9807	Modification	Gloucester Co. Bus Purchase		X			Proj. phase cost increase		CON	CMAQ	2010	\$0.065	\$0.255	\$0.190	292%

FY 2010-2019 STIP Modifications and Amendments Tracker

As of: 9/15/2010

Modification Description												Detailed Modification Information							
Date from MPO	Date from NJDOT	FHWA Action Date	Ref. Number	DB #	Mod/Amend	Project Name	NJTPA	DVRPC	SJTPO	Statewide	Action Request	Sub- action	Phase	Fund	Year	Original Amount	New Amount	Amount Change	Percent Change
6/10/10	7/7/10		D35-M-2010	X065	Modification	Local CMAQ Initiatives		X			Proj. phase cost increase		EC	CMAQ	2010	\$0.920	\$0.000	-\$0.920	-100%
	7/20/10			04312	Modification	State Police Safety Patrols				X	Program phase addition, program cost increase		EC	HSIP	2010	\$0.000	\$0.700	\$0.700	N/A
				04313	Modification	Safe Corridors Program				X	Program cost decrease		ERC	HSIP	2010	\$1.500	\$0.800	\$0.700	47%
7/15/10	7/27/10		N80-M-2010	98542	Modification	Rt. 22, Chimney Rock Rd. Interchange Improvements	X				Phase addition, proj. cost increase		ROW	STP-NJ	2010	\$0.000	\$4.000	\$4.000	N/A
			N81-M-2010	NS0311	Modification	14th St. Viaduct	X				Delete phase, proj. cost decrease		ROW	Bridge	2010	\$0.600	\$0.000	-\$0.600	-100%
			N82-M-2010	N063	Modification	NJTPA, Future Projs.	X				Program cost decrease		ERC	STP-NJ	2010	\$3.400	\$0.000	-\$3.400	-100%
8/9/10	8/9/10		D36-M-2010	93266	Modification	Rt. 30, Blue Anchor Dam		X			Proj. cost increase		DES	NHS	2010	\$0.600	\$1.200	\$0.600	100%
7/28/10	8/3/10	8/11/10	S7-A-2010	S1101	Amendment	Pointers Auburn Hawks Br. Rd.			X		Proj. addition		CON	STP-SJ	2010	\$0.000	\$0.750	\$0.750	N/A
			S11-M-2010	09337	Modification	Salem-Hancocks Br. Rd., Phase I, Cr 658			X		Proj. cost decrease		CON	STP-SJ	2010	\$1.800	\$1.100	\$0.700	39%
8/5/10	8/5/10		S12-M-2010	96022	Modification	Rt. 30, Pomona Rd. (CR 575)			X		Proj. cost increase		CON	DEMO	2010	\$0.000	\$2.915	\$2.915	N/A
7/6/10	8/11/10		D18-A-2010	D1006	Amendment	Pearl St. Bicycle/Ped. Enhancement		X			Proj. addition		CON	TIGER	2011	\$0.000	\$1.400	\$1.400	N/A
			D19-A-2010	D1007	Amendment	Martin Luther King Waterfront Connection		X			Proj. addition		CON	TIGER	2011	\$0.000	\$1.900	\$1.900	N/A
			D20-A-2010	D1008	Amendment	Pine St. Greenway Enhancement		X			Proj. addition		CON	TIGER	2011	\$0.000	\$2.500	\$2.500	N/A
8/12/10	8/16/10		S14-M-2010	S0009	Modification	Sea Isle Blvd., Sec. II, GSP to Ludlams Thorofare, CR 625			X		Phase slippage		CON	HPP20	2010	\$1.460	\$0.000	-\$1.460	-100%
											Reprogram phase		CON	HPP20	2011	\$0.000	\$1.460	\$1.460	N/A
											Phase slippage		CON	STP-SJ	2010	\$2.356	\$0.000	-\$2.356	-100%
											Reprogram funds		CON	STP-SJ	2011	\$3.774	\$5.870	\$2.096	56%
			S15-M-2010	S0703	Modification	Sherman Ave. (CR 552), at the Blvds.			X		Phase advance		CON	STP-SJ	2011	\$2.100	\$0.000	-\$2.100	-100%
									X		Reprogram funds		CON	STP-SJ	2010	\$2.000	\$3.450	\$1.450	73%
	8/12/10	8/19/10	S8-A-2010	S1102	Amendment	Leipzig Ave. Resurfacing (CR 670)			X		Proj. phase addition		CON	STP-SJ	2010	\$0.000	\$0.910	\$0.910	N/A
6/14/10	8/17/10		N67-A-2010	10392	Amendment	Western Blvd. Ext.	X				Proj. addition		CON	HPP20	2010	\$0.000	\$2.879	\$2.879	N/A
9/7/10	9/8/10	9/8/10	N68-A-2010	10317	Amendment	Rt. 31 S. of CR 518 to N. of Linvale Rd. and from No. of Stoney Brook to S. of Rt. 202, Pavement Rehabilitation	X				New proj. addition		CON	NHS	2010	\$0.000	\$3.000	\$3.000	N/A
9/7/10	9/8/10	9/8/10	N69-A-2010	10328	Amendment	Rt. 46, WB from School Rd. to East of Passaic Ave. (CR 613), Resurfacing	X				New proj. addition		CON	NHS	2010	\$0.000	\$7.378	\$7.378	N/A
9/7/10	9/8/10	9/8/10	N70-A-2010	9136A	Amendment	Rt. 22, Belvidere Rd. (CR 519), Interim Improvements	X				New proj. addition		CON	NHS	2010	\$0.000	\$2.173	\$2.173	N/A
8/19/10	9/9/10		N83-M-2010	X065	Modification	Local CMAQ Initiatives	X				Proj. phase cost increase		EC	OTHER	2010	\$0.000	\$1.200	\$1.200	N/A
8/17/10	9/9/10		N84-M-2010	03304	Modification	Br. Deck Replacement Prog.	X				Proj. phase addition		CON	ARRA-NJ	2010	\$0.000	\$1.700	\$1.700	N/A
8/24/10	9/9/10		N85-M-2010	04305	Modification	Rt. 280, Harrison Twp. Operational Imps.	X				Proj. phase addition		PE	I-MAINT DISC	2010	\$0.000	\$1.948	\$1.948	N/A

FY 2010-2019 STIP Modifications and Amendments Tracker

As of: 9/15/2010

Modification Description												Detailed Modification Information							
Date from MPO	Date from NJDOT	FHWA Action Date	Ref. Number	DB #	Mod/Amend	Project Name	NJTPA	DVRPC	SJTPO	Statewide	Action Request	Sub- action	Phase	Fund	Year	Original Amount	New Amount	Amount Change	Percent Change
8/24/10	9/9/10		N86-M-2010	99327A	Modification	Resurfacing, Fed.	X				Prog. phase addition		CON	NHS	2010	\$0.000	\$6.000	\$6.000	N/A
							X				Prog. phase addition		CON	ARRA-NJ	2010	\$0.000	\$6.000	\$6.000	N/A
8/24/10	9/9/10		N86-M-2010	053C	Modification	Rt. 139, Contract 3 (Hoboken & Conrail Viaducts)	X				Proj. phase addition		DES	BRIDGE	2010	\$0.000	\$6.040	\$6.040	N/A
							X				Proj. phase addition		DES	HPP20	2010	\$0.000	\$1.460	\$1.460	N/A
							X						UTI	HPP20	2011	\$1.460	\$0.000	-\$1.460	-100%
9/13/10	9/13/10		N87-M-2010	X08	Modification	Bridge Painting Program	X				Proj. phase cost increase		EC	BRIDGE	2010	\$0.000	\$6.000	\$6.000	N/A
9/13/10	9/13/10		N87-M-2010	99417	Modification	Rt. 3, Hackensack River (eastbound & westbound) Rehabilitaiton	X				Proj. phase cost decrease		CON	BRIDGE	2010	\$30.000	\$24.000	-\$6.000	-20%
7/28/10	9/15/10		D37-M-2010	D0905	Modification	Bicycle Facilities & St. Lighting, Haddon Heights		X			Proj. phase addition		DES	DEMO	2010	\$0.000	\$0.025	\$0.025	N/A
								X			Reduce cost move to FY11		CON	DEMO	2011	\$0.277	\$0.189	-\$0.088	-32%
7/28/10	9/15/10		D21-A-2010	D0901	Amendment	Laurel Springs Streetscape Improvement Project		X			New proj. addition		CON	DEMO	2010	\$0.000	\$0.710	\$0.710	N/A
7/6/10	9/15/10		D22-A-2010	D1009	Amendment	Berlin Rd, Gibbstown Rd & White Horse Rd Streetscape		X			New proj. addition		DES	DEMO	2010	\$0.000	\$0.648	\$0.648	N/A
								X			New proj. addition		CON	DEMO	2011	\$0.000	\$0.252	\$0.252	N/A



State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

CHRIS CHRISTIE
Governor

JAMES S. SIMPSON
Commissioner

KIM GUADAGNO
Lt. Governor

September 15, 2010

Donald C. Burns, Senior Planner
Office of Program Development
Federal Transportation Administration, Region II
One Bowling Green, Room 429
New York, NY 10004-1415

Dear Mr. Burns:

Enclosed for your information is a modification to the New Jersey Fiscal Year 2010-2019 Statewide Transportation Improvement Program (STIP) for a project within the jurisdictions of the North Jersey Transportation Planning Organization (NJTPA). A detailed explanation is provided in the attached STIP page and NJTPA correspondence. This request was initiated by the NJTPA. The modification was concurred with by the North Jersey Transportation Planning Authority in accordance with the current Memoranda of Understanding between the New Jersey Department of Transportation, NJ TRANSIT, and the respective MPOs. Correspondence from the NJTPA is enclosed, together with the revised STIP sheets, the fiscal constraint chart, and the NJ FY 2010 – FY 2019 STIP Modifications and Amendments Tracker.

DBNUM	SECTION – PG. #	PROJECT	YEAR	FUND	AMOUNT
00377	II – 100	Ferry Program	FY 2010	HPP20	\$1.772M
			FY 2010	OTHER	\$0.443M

Financial Constraint

Fiscal constraint is being maintained.

Conformity Finding

The NJTPA has determined that this change will not affect the regional air quality conformity determination.

Public Involvement

The NJTPA has followed Board-adopted public involvement policy consistent with this category of STIP modification.

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If you have any questions or concerns regarding this change, please do not hesitate to me at telephone number (609) 530-2891.

Sincerely yours,

Cheryl M. Brennan

Cheryl M. Brennan, P.E., P.P.

Acting Manager

Bureau of Capital Program Development

Enclosures

Electronic copy with enclosures:

K. Abbott, O. Adderley, S. Brillhart, E. Chamberlain, M. Dondero, S. Gowda, S. Hanson, M. Hofler, D. Kuhn, A. Ludwig, L. Millan, P. Leech, R. Roberts, K. Schrempp, T. Schulze, M. Tau, T. Wospil



One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400; fax (973) 639-1953; www.njtpa.org

Dennis McNerney, Chairman
Mary K. Murphy, Executive Director

August 27, 2010

Commissioner James S. Simpson
New Jersey Department of Transportation
1035 Parkway Avenue
CN 600
Trenton, New Jersey 08625

Attn: Thomas Wospil

Dear Commissioner Simpson:

Please be advised that, in accordance with the TIP *Memorandum of Understanding (MOU) regarding modifications and amendments*, the NJTPA concurs with the following revision to the FY 2010 – 2013 TIP as requested by the City of Long Branch for the Long Branch Ferry Terminal project to continue preliminary engineering.

The project is being funded through the **Ferry Program** (DB# 00377) which provides discretionary funding for the construction/improvement of ferry boats and terminals. FTA requires that all funding be identified for projects using federal funds; therefore, designated funds from FY 2008 and FY 2009 SAFETEA-LU earmarks together with local funds will be added to the program. The following funding sources are being added for the Long Branch Ferry Terminal project: a FY 2008 SAFETEA-LU Earmark of \$0.869 M with a local match of \$0.217 M; and a FY 2009 SAFETEA-LU Earmark of \$0.903 M with a local match of \$0.226 M.

NJTPA staff has reviewed the proposed change and it has been determined that:

- The change would not affect the air quality conformity determination of the FY 2010 - 2013 TIP.
- Fiscal constraint is maintained.
- The Congestion Management Process is not affected.
- The change does not constitute an amendment to the FY 2010 - 2013 TIP.

Attached are the “before” and “after” TIP sheets.

If further information is needed, please contact Martin A. Hofler at (973) 639-8405.

Very truly yours,

Mary K. Murphy
Executive Director, NJTPA

Cc w/ Attachments
NJTPA Board of Trustees
Howard Woolley, Long Branch Township Administrator

Electronic copy
NJTPA Board Alternates, R-TAC

FY 2010-19 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation Projects

PROJECT NAME	N88-M-2010	9/15/2010	Project ID No.	TIP No.
Ferry Program			00377	00377

This program will provide federal dollars allocated from the Ferry Boat Discretionary Fund program for construction/improvement to ferry boats and ferry terminals. Funding comes from set-aside funds and potential earmarks.

COUNTY: Various
 MUNICIPALITY: Various
 MILEPOSTS: N/A
 STRUCTURE NO.: N/A
 LEGISLATIVE DISTRICT: Various SPONSOR: NJDOT
 PROGRAM CATEGORY: Intermodal Programs

MPO	Phase	Fund	2010	Mod 2010	2011	Mod 2011	2012	Mod 2012	2013	Mod 2013	2014	Mod 2014	2015	Mod 2015	2016	Mod 2016	2017	Mod 2017	2018	Mod 2018	2019	Mod 2019
NJTPA	ERC	HPP20	\$0.000	\$1.772																		
NJTPA	ERC	OTHER	\$0.000	\$0.443																		
Statewide	ERC	FERRY	\$5.000		\$5.000		\$5.000		\$5.000		\$5.000		\$5.000		\$5.000		\$5.000		\$5.000		\$5.000	

FISCAL CONSTRAINT BANK					FY 10	FY 11	FY 12	FY13	10-13				
IM					(8.724)	8.205	(2.000)	4.100	1.581				
NHS					(20.957)	(1.136)	(44.400)	0.000	(66.493)				
BR					48.404	5.000	9.355	44.248	107.007				
STP-NJ					(39.134)	(46.066)	0.000	(5.600)	(90.800)				
STP					14.749	0.000	0.000	0.000	14.749				
CMAQ					0.000	0.000	0.000	0.000	0.000				
EB					0.000	0.000	0.000	0.000	0.000				
HSIP					0.000	0.000	0.000	0.000	0.000				
ARRA-DOT					0.000	0.000	0.000	0.000	0.000				
ARRA-NJ					0.000	0.000	0.000	0.000	0.000				
Federal Releases					0.000	0.000	0.000	0.000	0.000				
Project Closeouts					5.875	0.000	0.000	0.000	5.875				
Unprogrammed Resources					0.000	0.000	0.000	0.000	0.000				
NET- FEDERAL					0.213	(33.997)	(37.045)	42.748	(28.081)				
PROJECT	PHASE	FUND	COUNTY	DB#	FY 10 Add	FY 10 Del	FY 11 Add	FY 11 Del	FY 12 Add	FY 12 Del	FY 13 Add	FY 13 Del	10-13
Ferry Program	ERC	OTHER	Various	00377	0.443*								
Ferry Program	ERC	HPP20	Various	00377	1.772*								

From: [Cheryl Brennan](#)
To: [Burns, Donald \(FTA\)](#)
Cc: [Brillhart, Sandra \(FHWA\)](#); [Hanson, Steve \(FHWA\)](#); [David Kuhn](#); [Genevieve Boehm-Clifton](#); [Karen Abbott](#); [Mike Russo](#); [Mila Tau](#); [Robert Werkmeister](#); [Srinivasa Gowda](#); [Thomas Wospil](#); [Leech, Patty \(FHWA\)](#); [Ann Ludwig](#); [Eve Chamberlain](#); [Martin Hofler](#); [kschrempp@njtransit.com](#); [lmillan@njtransit.com](#); [mdondero@njtransit.com](#); [Ophelia M Adderley](#); [rroberts@njtransit.com](#); [TSchulze@njtransit.com](#)
Subject: NJ TRANSIT STIP Modification Transmittal to FTA
Date: Wednesday, September 15, 2010 12:35:37 PM
Attachments: [9-15-10 LONG BRANCH FERRY- FHWA STIP Mods-Amends Tracker Transmittal.XLSX](#)
[\(#35\) 9-15-10 FERRY PROGRAM - FTA PKG.PDF](#)

Good afternoon, Donald -

Attached is a modification to a NJDOT project in New Jersey's FY 2010 - FY 2019 Statewide Transportation Improvement Program and the North Jersey Transportation Planning Authority (NJTPA) FY 2010 - FY 2013 Transportation Improvement Program for the item, Ferry Program. The Ferry Program adjustment is for the Long Branch Ferry project in the NJTPA region.

If you have any questions, please feel free to contact me. Verna Heath is on extended leave and I will be covering her responsibilities during her absence.

Thank you.

Cheryl M. Brennan, PE, PP
Acting Manager
NJDOT Capital Program Development
Phone: 609-530-2891
Fax: 609-530-4970

From: [Burns, Donald \(FTA\)](#)
To: [Danzig, Nancy \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Cc: [Penner, Larry \(FTA\)](#); [PointduJour, Hans \(FTA\)](#); [Carr, Anthony \(FTA\)](#)
Subject: FW: NJ TRANSIT STIP Modification Transmittal to FTA
Date: Wednesday, September 15, 2010 2:06:29 PM
Attachments: [9-15-10 LONG BRANCH FERRY- FHWA STIP Mods-Amends Tracker Transmittal.XLSX](#)
[\(#35\) 9-15-10 FERRY PROGRAM - FTA PKG.PDF](#)

The Long Branch modification is complete. I will update the grant to reflect the new information.

Donald Burns, AICP

Senior Planner

FTA - Region 2

P: 212-668-2203

From: Cheryl Brennan [mailto:Cheryl.Brennan@dot.state.nj.us]
Sent: Wednesday, September 15, 2010 12:35 PM
To: Burns, Donald (FTA)
Cc: Brillhart, Sandra (FHWA); Hanson, Steve (FHWA); David Kuhn; Genevieve Boehm-Clifton; Karen Abbott; Mike Russo; Mila Tau; Robert Werkmeister; Srinivasa Gowda; Thomas Wospil; Leech, Patty (FHWA); Ann Ludwig; Eve Chamberlain; Martin Hofler; kschrempp@njtransit.com; lmillan@njtransit.com; mdondero@njtransit.com; Ophelia M Adderley; rroberts@njtransit.com; TSchulze@njtransit.com
Subject: NJ TRANSIT STIP Modification Transmittal to FTA

Good afternoon, Donald -

Attached is a modification to a NJDOT project in New Jersey's FY 2010 - FY 2019 Statewide Transportation Improvement Program and the North Jersey Transportation Planning Authority (NJTPA) FY 2010 - FY 2013 Transportation Improvement Program for the item, Ferry Program. The Ferry Program adjustment is for the Long Branch Ferry project in the NJTPA region.

If you have any questions, please feel free to contact me. Verna Heath is on extended leave and I will be covering her responsibilities during her absence.

Thank you.

Cheryl M. Brennan, PE, PP
Acting Manager
NJDOT Capital Program Development
Phone: 609-530-2891
Fax: 609-530-4970

From: [Hofler, Martin](#)
To: [Burns, Donald \(FTA\)](#)
Subject: RE: Request to Review Ferry Modification
Date: Wednesday, September 15, 2010 8:50:02 AM

Good morning Donald:

We sent this to NJDOT for processing 8/27. I'll call them to get them to move it today.

Martin

From: Donald.Burns@dot.gov [mailto:Donald.Burns@dot.gov]
Sent: Tuesday, September 14, 2010 4:39 PM
To: Hofler, Martin
Subject: RE: Request to Review Ferry Modification

Martin,

Is there any update on this modification?

Thanks.

Donald Burns, AICP
Senior Planner
FTA - Region 2
P: 212-668-2203

From: Hofler, Martin [mailto:Hofler@njtpa.org]
Sent: Tuesday, August 24, 2010 3:14 PM
To: Burns, Donald (FTA)
Subject: Request to Review Ferry Modification

Good afternoon Donald:

This email is a follow-up to our Friday telephone conversation about the Long Branch Ferry Terminal project. I have attached for your review and comment a proposed modification to add funding to an existing program line item, by an administrative modification, which only requires the signature of the NJTPA Executive Director.

The justification to use a program line item derives from FTA's 49 CFR Part 613, Section 450.324(f): "...projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP."

The NJTPA has classified the Long Branch Ferry Terminal as exempt as contained in the EPA's transportation conformity regulation (40 CFR Part 93) because it is undergoing preliminary engineering, and has not yet obtained an environmental document approval. As such, the NJTPA considers the proposal for the Long Branch Ferry Terminal to be a study, which is not regionally significant.

The justification for proposing an Administrative Modification derives from the MOU for Procedures to Amend and Modify the NJTPA TIP and STIP, Section B, Part 1 (g). This

section implies line item revisions can be processed without Board of Trustee or Committee approval.

Since the Long Branch Ferry Terminal's funding derives from a Congressional earmark as well as the City of Long Branch, fiscal constraint is not an issue. Please note: this project will be amended to the TIP as an individual project once an environmental document is approved and funding for future work phases has been identified.

Let me know if you have any questions or require additional information.

Martin A. Hofler
Director, Division of Capital Programming & Project Development
North Jersey Transportation Planning Authority, Inc.
One Newark Center, 17th floor
Newark, NJ 07102
Tel. 973.639.8405
Fax. 973.639.1953
hofler@njtpa.org

From: [Ellison, Faye \(FTA\)](#)
To: [Penner, Larry \(FTA\)](#); [Burns, Donald \(FTA\)](#)
Subject: FW: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ
Date: Wednesday, May 14, 2014 2:01:55 PM

FYI,

Perhaps we can meet sometime next week to discuss.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Friday, May 09, 2014 3:31 PM
To: Ellison, Faye (FTA); hwoolley@longbranch.org
Cc: RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Dear Faye:

In connection with our negotiations with the firm deemed most-qualified and evaluating the cost proposal, , pursuant to Brooks Act procurement rules, we are coming to the conclusion that it is impossible to reach an acceptable cost proposal with this firm and that, in all likelihood, no firm will be able to complete the phase 2 services for the amount of funds allotted. While the normal procedure would be to move onto the next most-qualified firm, it has become apparent that the issue here is not that the most-qualified firm's cost proposal is unreasonable, but that the funds estimated for the services in the grant are insufficient to complete the work. Therefore, moving onto the second and third most-qualified firms would inevitably result in no contract for phase 2 being awarded. The City finds itself at a stand-still and believes it is necessary and appropriate to schedule a meeting with FTA, including whomever you think should be present to discuss these circumstances.

Please advise if and when such a meeting can be scheduled. We appreciate your assistance in this matter.

Regards,

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Friday, April 25, 2014 10:58 AM
To: hwoolley@longbranch.org; Robert BECKELMAN
Cc: RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Good Morning Long Branch,

Following up on the above two referenced grants. Thanks for the continuous movement of draw-downs in grant, NJ-04-0026, however, grant NJ-04-0034 no activity of draw-downs to date. We are now in the 3rd quarter of FY 2014 and quarterly milestone reports and FFRs are due. Please update both reports in TEAM. I have attached a power point presentation of MPRs and FFRs guidance tools from one of our colleagues from another Region. Hope it helps.

Thank you,
Faye

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@longbranch.org>]
Sent: Monday, November 25, 2013 11:12 AM
To: Ellison, Faye (FTA); RBECKELMAN@greenbaumlaw.com
Cc: Penner, Larry (FTA); RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Faye,

I was locked out so I called the help line. They gave me Maureen Dowd's number, who I called on Friday and left her a voice message.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Friday, November 22, 2013 5:09 PM
To: RBECKELMAN@greenbaumlaw.com; hwoolley@ci.long-branch.nj.us
Cc: Larry.Penner@dot.gov; hwoolley@longbranch.org; RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Ok. Have him send me an email so we can resolve him being locked out.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Friday, November 22, 2013 4:08 PM
To: Ellison, Faye (FTA); hwoolley@ci.long-branch.nj.us
Cc: Penner, Larry (FTA); Howard Woolley; Ralph Basile (RBasile@vantagepointda.com); Ron Mehlhorn (rmehlhorn@longbranch.org)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Ms. Ellison-

The person authorized to prepare the milestone report has been out of the office part of this week and today learned he was locked out of TEAM. He cannot reach support until Monday, at which time we should be able to address the TEAM issue and submit the milestone report. Thank you.

-----Original Message-----

From: Robert BECKELMAN
Sent: Monday, November 18, 2013 5:43 PM
To: Faye.Ellison@dot.gov; hwoolley@ci.long-branch.nj.us
Cc: Larry.Penner@dot.gov; gbarone@ci.long-branch.nj.us; Howard Woolley; Ralph Basile (RBasile@vantagepointda.com); Ron Mehlhorn

(rmehlhorn@longbranch.org)

Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Ms. Ellison-

Sorry, we confused our terminology. Last week, on November 13, 2013, the City did a quarterly report, not a FFR. The was completed today, however.

I am still trying to determine the status of the milestone progress reports and will advise asap. I do not think it is an issue with your database. We apologize for any confusion and thank you for your attention and patience.

Robert Beckelman
732-476-2448

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]

Sent: Friday, November 15, 2013 12:45 PM

To: hwoolley@ci.long-branch nj.us; Robert BECKELMAN

Cc: Larry.Penner@dot.gov; gbarone@ci.long-branch nj.us

Subject: FW: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Hi Georgiana,

Thanks for the update.

You mentioned there have been some financial drawdowns in your attachment and records show in TEAM, that that FFR has been submitted. However, the financial draw downs are not showing as the most recent draw, in fact, your last drawdown was 9/27/2011 for grant, NJ-04-0026 and there have not been any drawdowns for grant, NJ-04-0034. I have also noticed that there is no recent submissions of the milestone progress reports on either of the above mentioned grants. If this is incorrect, feel free to call me so we could resolve any glitches with our databases.

Thank you,
Faye
212-668-2172

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]

Sent: Thursday, November 14, 2013 1:58 PM

To: Ellison, Faye (FTA)

Cc: 'Robert BECKELMAN'; rbasile@vantagepointredm.com; rmehlhorn@longbranch.org; 'Howard Woolley'

Subject: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Dear Ms. Ellison,

On behalf of Howard H. Woolley, Jr., attached please find a memo and additional information concerning the two (2) FTA Grants.

If you have any questions please contact Howard H. Woolley, Jr. at 732-571-5645.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.

Business Administrator
732-571-5645
gbarone@longbranch.org

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Thursday, November 14, 2013 1:56 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 11.14.2013 13:56:09 (-0500)
Queries to: ricoh@ci.long-branch.nj.us

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matters addressed herein. Thank you

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From: [Ellison, Faye \(FTA\)](#)
To: [Penner, Larry \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Hill-Anderson, Dara CTR \(FTA\)](#)
Cc: [Branche, Ralph \(FTA\)](#)
Subject: FW: TEAM User form
Date: Thursday, August 14, 2014 10:19:25 AM

Colleagues,

August 21st has been confirmed with Long Branch. See note below. Thanks for your patience in trying to get a set date to meet.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Wednesday, August 13, 2014 12:51 PM
To: Ellison, Faye (FTA)
Subject: RE: TEAM User form

Confirmed. Please provide your address and any information we need (entry to building, parking, etc.). Thank you.

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Thursday, August 07, 2014 2:44 PM
To: Robert BECKELMAN
Subject: RE: TEAM User form

Robert - in order to have everyone to attend on August 21, the meeting would be @ 2:30pm, will this work for you? The other dates are not good for us.

We would invite you and your staff to come to our New York City office down in Battery Park.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Monday, August 04, 2014 11:40 AM
To: Ellison, Faye (FTA)
Subject: RE: TEAM User form

We are available August 21, 22 or 28. Please pick a date and time best for you and let us know. I believe we can meet in person if that is possible and preferable.

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Friday, August 01, 2014 1:41 PM
To: Robert BECKELMAN
Subject: RE: TEAM User form

August 18-22 or 26-28 is the only time that look promising right now.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Thursday, July 31, 2014 5:53 PM
To: Ellison, Faye (FTA)
Subject: RE: TEAM User form

Perhaps we should look two or three weeks out so we can get something confirmed. Can you please check with your people for the next three weeks? Thank you.

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CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

February 21, 2014

Via Federal Express and Facsimile (212-668-2136)

Marilyn G. Shazor, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
Region II
One Bowling Green
Room 429
New York, NY 10004-1415

Re: City of Long Branch Grants NJ-04-0026 and NJ-04-0034

Dear Ms. Shazor:

I am writing in response to your letter of February 13, 2014, concerning the status and activity of the above referenced grants. In your letter, you advise that the grants meet the qualifications for "inactivity," that the City has failed to make reasonable progress with the project, and you have asked that the City explain the inactivity and provide evidence that the project is active and the grants should remain open. As set forth below, the project does remain active and the City respectfully requests that the grants not be closed.

The City has been utilizing NJ-04-0026 for payment of architectural and engineering ("A&E") design services in connection with the redevelopment of the former Long Branch Pier, inclusive of a ferry terminal. The City retained an A&E firm through the federal procurement rules and has utilized NJ-04-0026 in connection with such firm's services. NJ-04-0034 was authorized to fund Phase 2 A&E services, the commencement of which was delayed by issues concerning riparian rights in the City, which issues have been resolved and the City is proceeding with the completion of Phase 1 and the commencement of Phase 2.

In 2013, the City issued its RFQ for Phase 2 services and engaged in the evaluation and review process consistent with the federal procurement rules, which is anticipated to conclude and the commencement of Phase 2 work expected to commence no later than April 1, 2014. Specifically, at the meeting of the governing body next Tuesday, February 25, 2014, the City



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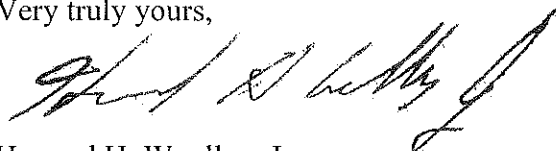
will adopt a resolution determining the most-qualified firm for the provision of Phase 2 services and authorize the request for a cost proposal and commencement of negotiations with such firm, consistent with the federal procurement rules. The City expects to be able to complete such negotiations and be under contract no later than April 1, 2014, after which the Phase 2 services would immediately commence.

It is difficult to specifically outline a schedule of significant events and significant drawdowns until the City gets into negotiations with the most-qualified firm. The City does, however, anticipate significant activity and drawdowns with respect to the A&E services in 2014. The City is setting a target completion date of the Phase 2 services for June 2015. Under the contract to be negotiated, the City will expect the advancement of the Pier design to 100% schematic design drawings at the conclusion of the Phase 2 services. The total amount of NJ-04-0034 is \$1,772,320. For purposes of estimating the amount of work to be done and funds to be drawn upon in 2014, assuming an average regular rate of activity between April 1, 2014 and June 30, 2015 (15 months/total amount of grant), the City would draw down about \$118,155 per month, so would draw down about \$1,063,400 in calendar year 2014 and would advance the design to about 60% schematic design drawings.

The City hopes that the foregoing sufficiently addresses your inquiry, explains the status of the grants, provides assurances that this project remains active, which activity will increase significantly and the project will substantially advance in the very near future and, finally, supports the City's request that these grants remain open for this very important project.

I look forward to hearing from you soon and thank you for your attention to this matter.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Howard H. Woolley, Jr.", written in a cursive style.

Howard H. Woolley, Jr.
Business Administrator

cc: Faye Ellison, Program Manager (via email, Faye.Ellison@dot.gov)
Robert Beckelman (via email)



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

October 27, 2014

Faye Ellison
Department of Transportation
Federal Transit Administration
1 Bowling Green
Room 429
New York, NY 10004

**Re: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034
City of Long Branch Pier and Ferry Terminal:
Status Update and Request for Consideration of Revised Scope**

Dear Ms. Ellison:

The following is submitted as discussed when representatives of the Federal Transit Administration ("FTA") and City of Long Branch (the "City") met in August 2014, to provide a comprehensive update as to the status of the above grants and the City's request for the FTA's consideration of a revised scope, as set forth in greater detail below.

In July 2008 the City submitted a budget request in order to seek assignment of a grant number to start the FTA funding application process. In this request, the City shared the findings of a third-party feasibility study it had commissioned earlier which indicated that the total cost of the pier/ferry terminal project was likely to be about \$64.4 million. The City's application was for funds that would be used for preliminary design and engineering of the pier/ferry terminal. The two grant numbers are NJ-04-0026 and NJ-04-0034 (the "Grants").

Phase 1

The FTA requires that the pier design work be divided into phases, with each phase completed among private industry parties. Shortly after receipt of the funds, the City prepared and issued a solicitation document for phase 1 design services, to which over a dozen private entities responded. A comprehensive proposal evaluation process was undertaken which resulted in the selection of a design team led by McLaren Engineering Group ("McLaren") in 2009. The contract scope of work was to advance design of the pier/ferry terminal through 100% schematic



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design. Also retained by the City, through a separate procurement, was the Skanska firm to prepare construction cost estimates as pier design evolved.

Completion of phase 1 design services was well underway but then delayed when the New Jersey Department of Environmental Protection (the "NJDEP") raised a question concerning the City's ownership of the underlying riparian rights, which are necessary to the right to perform the pier reconstruction. Additionally, the City's redevelopment plans were formulated and a sector permit was issued by the State of New Jersey in 1996 in conjunction with NJDEP to assure consistency within State regulations, the Coastal Areas Facilities Review Act ("CAFRA"), and to facilitate an expeditious review process for proposed redevelopment projects such as the pier in Long Branch.

These approvals provided for the pier to be reconstructed within the historic footprint and configuration of the last pier. In phase 1, the City proposed a design that deviates from the historic footprint, which is necessary to facilitate the inclusion of a ferry, leading to the City and NJDEP becoming engaged in lengthy discussions for over a one-year period to secure a new riparian grant to allow the pier/ferry terminal to proceed.

The City ultimately obtained a conceptual or conditional approval from NJDEP sufficient to allow the City to resume pier design to expand the footprint and include a ferry terminal. However, due to this delay and the necessary use of some contract funds to address pier design arising from the riparian rights issue and to assure that the ferry component remained a part of the Pier design, only about 30-40% schematic design, not 100%, could be completed under the phase 1 contract.

Another detour occurred when the City needed to reevaluate and reconfirm the feasibility of the entire Pier program in conjunction with the ferry component. This further delayed progress on design for 3-4 months and also cut a little further into the contract funds.

Also, as a result of the phase 1 design and ancillary construction cost estimating work that was completed, the addition of more commercial space on the pier, and after public sector and then City Council input on pier design and functions, the projected cost of the pier increased to about \$160 million in 2013.

In December 2013, after the commencement of phase 2, described below, the City directed the phase 1 contractor, McLaren Engineering Group, to suspend work, closeout work activities and submit a final invoice. Although there still remained funds for phase 1 under the Grant NJ-04-0026, the decision was made to terminate the phase 1 services contract and proceed with phase 2. The rationale for this decision was due to the fact that any further work toward finalizing design performed by the phase 1 contractor may have to be redone in the event a different contractor was awarded the work for phase 2. The services were stopped at a natural break point.

Phase 2

In August 2013, the City issued a phase 2 Request for Qualifications/Proposal (RFQ/P) for a private entity to provide the next set of pier/ferry terminal design services, pursuant to applicable federal procurement rules and regulations. Three entities responded with proposal submissions, including McLaren. After the City's evaluation process was completed, the City Council selected the ARUP team and directed staff to initiate contract discussions. The phase 2 scope of work includes the completion of any necessary revisions to phase 1 work, completion of 100% schematic design, completion of 100% design development and completion of 50% construction documents.

In preparation for phase 2 contract negotiations, in early 2014 the City secured an independent cost estimate for these planned services. Given that the pier cost had risen, the independent estimate of phase 2 design services came in far greater than remaining funds available under the two FTA grants.

A meeting was then held in April 2014 with ARUP to initiate discussions regarding their proposed budget. In May 2014 ARUP submitted a fee proposal for phase 2 design services, which covered all planning, architectural, engineering and environmental services in the City's RFQ/P, except completion of an environmental impact study ("EIS"). The ARUP cost proposal was close to the independent cost estimate secured earlier by the City.

In May 2014 the City was contacted by FTA to ask why Grant NJ-04-0034 should not be closed out by FTA due to "inactivity." The City requested a meeting with FTA to address the aforementioned budget situation. Also in May 2014, an engineer with FTA experience was retained to work with the City's redevelopment advisory team and FTA to address the current contract budget situation.

Given the fact that the remaining funds available under NJ-04-0026 and the total funds under NJ-04-0034 (which the City had not yet used) were significantly insufficient to proceed to award a contract to ARUP, the City refrained from further action until receiving guidance from FTA.

A meeting with FTA occurred on August 21, 2014. FTA requested that a comprehensive and thorough update be provided in the City's next milestone report and advised that the City may propose a modified scope for completion of the phase 2 services, utilizing the remaining funds available under both grants. The City prepared and pinned on TEAM its latest milestone updates in October 2014, which included a comprehensive narrative similar to the substance of this letter. The City's revised scope of services is described below.

Revised Scope of Services

Task 1: Pier Commercial Spaces Program and Impact on Ferry Ridership.

Revisit the phase 1 pier program of commercial space allocations and decide which uses stay on the pier versus which uses are built landside instead, in order to maximize ferry ridership potential.

Deliverable 1: market and economic feasibility impact assessment on ferry ridership.

Task 2: Conceptual Design- Pier and Ferry Terminal.

Review the phase 1 schematic design and re-craft a new concept to reflect the findings in Task 1.

Deliverable 2: conceptual design drawings for the pier and ferry terminal.

Task 3: Cost Projections- Pier and Ferry Terminal.

Recalculate pier and ferry terminal cost consistent with the findings of Tasks 1 and 2.

Deliverable 3: cost projections for the pier and ferry terminal.

Task 4: Financial Feasibility – Pier and Ferry Terminal.

Make any necessary program adjustments and incorporate revised pier and ferry terminal cost projections to recalculate financial feasibility.

Deliverable 4: Financial feasibility assessment for the pier and ferry terminal.

Schedule

Deliverable 1: 1/15/2015

Deliverable 2: 2/15/2015

Deliverable 3: 3/15/2015

Deliverable 4: 5/15/2015

Budget Range

\$560,000-\$770,000

This revised Scope of Work involves a four-step review of selected initial schematic investigations undertaken and delivered in Phase 1. The primary focus of these exercises is for the ARUP team, particularly the designers and development economists, to ascertain ways to address the City's objectives without re-engineering the Pier designs. The City objectives remain:

1. Focus only on data describing the Shaped Scheme design alternative for the Pier;
2. Assume that the Pier is to be built within the riparian rights areas identified in City discussions with NJDEP/Tidelands;

3. Retain a ferry terminal operation on the Pier;
4. Increase the amount of space to be leased to private entities;
5. Review the amount and size of Pier spaces dedicated to public uses; and
6. Decrease the total development cost of the proposed Pier.

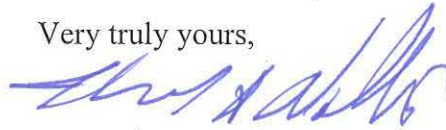
Phase 2 Procurement Status

The City has solicited a revised cost proposal from ARUP to meet the revised scope of services described above and is awaiting receipt of such cost proposal. Upon receipt of the proposal, subject to further direction from the FTA, the City will resume negotiations with ARUP pursuant to the federal procurement rules.

The City requests that the FTA review the foregoing and advise if the City may proceed with the revised scope as outlined above and herein. Please do not hesitate to contact me if you need anything further in connection with the evaluation of this matter or if you wish to discuss further.

Your assistance and attention concerning this matter is truly appreciated. We look forward to hearing from you.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Howard H. Woolley, Jr.", is written over the typed name.

Howard H. Woolley, Jr.
Business Administrator

Your ref
Our ref 600910-13 CC/CM/SF/in
File ref

ARUP

For the attention of For the attention of For the attention of Mr.
Howard Woolley
Attention of the Long Branch City Clerk
344 Broadway
Long Branch, New Jersey 07740

77 Water Street
New York
NY 10005
United States of America
t +1 212 896 3000
d +1 212 897 1361

www.arup.com

January 28, 2015

Dear Sirs

City of Long Branch – Phase 2 Oceanfront Pier and Ferry Terminal Design and Program Management Services

Revised Fee Proposal for Phase 2 Preliminary Design Services ("Engineering Proposal"), - Initial Studies

This letter and the attached revised fee proposal for part of the Phase 2 Oceanfront Pier and Ferry Terminal Preliminary Design and Program Management Services are in response to the directions we received from you during our telephone conversations on January 15, and clarifications received from you on January 26, 2015 and in your e-mail dated January 29.

We understand from our conversation that the City of Long Branch wishes to proceed with pier design work as soon as possible making use of currently available funds. We understand the agreement with the Federal Government (through the FTA) is an 80% Federal/ 20% Municipal funding split towards this current and initial stage of the project's design. This means the 80% FTA fund must be used for pier design and engineering services related the 'Transit Scope', while the 20% can be applied to studying and developing the retail and commercial business case component.

Our proposal provides you with a method to best utilize these funds as effectively as possible in the manner defined (i.e. two separate pots of money). Part A City; and, Parts B1 and B2 Federal funding.

Part A: Retail and Commercial Business Case:

For the retail component we are proposing to carry out a study to define an effective deployment of retail program on the pier or possibly partially on-shore, and a concept arrangement for rightsizing the pier to accommodate the proposed program. The basic objective is to determine a preferred commercial and retail mix on the pier, and whether such a retail arrangement on the pier is potentially viable and attractive to investors. As discussed, these limited funds do not provide for the more comprehensive study, previously scoped out as discussed that included for initial review of options with stakeholders and potential investors, as we had discussed with the City on November 12. In our recent conversations it was clarified that we must provide a reduced scope of services for the currently available funds. It is our objective to collaborate closely with the City of Long Branch to develop proposals for improving the allocation of facilities and uses on the pier to achieve the objective of increasing tenant revenues and reducing cost.

Part B1: Technical Review of Previous MEG Documents

Part B2: Development and engineering studies to progress the pier design.

For the pier design and engineering studies portion we are proposing first to carry out Part B1: a comprehensive review of the Phase 1 MEG design and assumptions for the shaped pier. This will enable us to draw conclusions about what, if any rework is required, the scope of work still required in order to complete Preliminary Design, and what further studies or physical investigation may be required, for instance to assess site conditions subsequent to super-storm Sandy. This review will provide a second opinion on the technical assumptions and proposed solutions produced in Phase 1 taking into account the City objectives.

Part B2 Development of Pier Design will be undertaken only after Parts A and B1 are completed. Part B2 will advance the pier design and engineering through further schematic design, developing the right-sized pier after approval of Part A by the City and other stakeholders. In this phase we will seek to incorporate the concept program developed in Part A and resolve key engineering options that were studied but not resolved in Phase 1. Arup will advance the "Preliminary Engineering" as far as possible with the available funds, depending on the outcome of B1 and in consultation with the City. These funds will not be enough to complete Preliminary Engineering as has already been agreed; and hence why we are calling this "Initial Preliminary Engineering". This will include the key steps of creating the draft Basis of Design document; incorporating the retail program that results from Part A into the design concept; providing documentation that can be used to update the cost estimate; and defining what further work needs to be done in the next phase, to facilitate the City's acquisition of the necessary funding to complete the Preliminary Engineering and Construction Documents. Preliminary Engineering will then be completed in a later scoping and funding stage.

Arup would commence services upon receipt of a formal notice to proceed and a signed copy of acceptance of this proposal. The proposed contract terms and conditions are appended to this letter. These terms do not differ from the ones submitted to you with our original proposal dated April 4, 2014. Arup will lead and manage the design team during

this review which is made up of Thompson Design Group, Lehr Jackson, CH2MHill and others as required.

We expect to receive a formal NTP from the City that incorporates any and all FTA requirements. We expect to take two (2) weeks to mobilize our team. We understand that you will forward this proposal to the FTA for their review and approval as soon as possible. We understand that upon approval from FTA, the City will provide a formal Notice to Proceed (NTP) to Arup to undertake the services as outlined in this fee proposal. Arup will then onboard and contract our subconsultants.

We look forward to being involved in this very challenging and important project for the City of Long Branch. Please don't hesitate to contact either myself, our team's Project Director, or Craig Covil, our team's Project Manager at 646-642-7286.

Yours faithfully



Cliff McMillan
Principal

cc Robert Beckleman, Esq. - Attorney, Greenbaum Law Associates
Ralph Basile - Principal, Vantage Point
Craig Covil- Principal, Arup

1 Scope of Services

This revised proposal is in response to the direction we received from you during our telephone conversations on January 15th and 26th, 2015. Our proposal provides you with a method to best utilize funds as effectively as possible in the manner defined, divided into two separate pots of money for the retail study and the pier design.

For the retail component we are proposing to carry out a study to define the best deployment of retail program on the pier and a concept arrangement for rightsizing it. For the pier design and engineering portion we are proposing to carry out a review of the Phase 1 MEG design and assumptions for the shaped pier in Phase 1 – Part B2 Pier Alternative Studies in regards to its technical feasibility.

As directed, we have not provided for any review of the ferry terminal design or operations or any permitting and approvals, or environmental studies

Part A: Pier Retail and Commercial and Tenant Program

In accordance with Tasks I, II and III we will carry out a review of the Phase 1 MEG deliverables of Tasks 2A, 2B, 2C and 2P, the AKRF Economic Evaluation Report, as well as the 30% Schematic Design Documents, Presentations and Meetings in Appendix D. Lehr Jackson, together with TDG will address the Pier Concept Development and the Tenant Program focusing on the City's objective of increasing the space to be leased to private entities and reducing both the Capex and Opex cost of the Pier. The review includes the following tasks:

- i. Review the work done to date in relation to the commercial, functional and entertainment program to be accommodated, and specifically the AKRF report and the latest proposed layout of the pier;
- ii. Propose a more optimal and viable program, based on Lehr Jackson's and TDG's experience, to be accommodated on or adjacent to the 'shaped pier', bearing in mind the City's objective of increasing tenant space and reducing capital cost of the pier;
- iii. Advise on the locations of the various elements of the program, having regard to their location in relation to one another and to other elements, notably the ferry terminal, and whether they would be more viably accommodated upland;
- iv. Advise on the need for access to the various program elements for users and delivery or emergency vehicles;
- v. Advise on seasonal impacts and particularly the ability to attract winter business.
- vi. Carry out concept studies of the planning and layout of the various program elements on the pier, including their interactions with one another and the proposed open spaces, the desirability of more than one level in certain situations, and provision of suitable access for users of the ferry;
- vii. Participate in team meetings and workshops with the City;
- viii. Incorporate into the planning the need for circulation, vehicles or other means of access for deliveries, operations and emergencies;
- ix. Develop a concept (inclusive of retail and commercial) layout and arrangement of the spaces to be accommodated on the pier.

Consider the viability of the preferred arrangement and whether such a retail mix on the pier is potentially viable and attractive to investors.

The deliverable from all this work and the studies will be a single report containing:

- a. The conclusions from the evaluation of the demand for various commercial uses and spaces with recommendations for their location and configuration, including the results from all the items above;
- b. Concept block diagrams of the proposed plan and layout of the commercial and other uses on the 'shaped pier', with sufficient information (areas and

architectural quality outline) for the City's cost estimator to develop a concept level estimate;

- c. A commentary on the functionality and commercial potential of the proposed arrangement, potential attractiveness to investors of the location on the pier, and discussion of further possible ways of optimizing revenue and reducing costs.

Part B: Pier Design / Engineering Studies

Arup will review the previous MEG design and assumptions for the shaped pier in Phase 1 – Task 2B Pier Alternative Studies in regards to its technical feasibility. The purpose of this review will be to give a second opinion on the technical assumptions and proposal solutions produced in Phase 1 taking into account the City objectives. Specifically, this review will include the following tasks:

Task B1

- i. The technical feasibility of the Shaped Pier concept (S-1) will be undertaken given the design parameters outlined below. This will involve evaluating the appropriateness of the proposed and selected structural systems of the Shaped Pier concept.
- ii. A construction feasibility of the Shaped Pier concept (S-1) will be undertaken. This will entail reviewing the suitability of the structural systems selected given various loadings, geotechnical properties and local contractor capabilities.
- iii. CH2M HILL will identify risks associated with the MEG schematic design and recommend additional steps to be taken to advance the schematic design.
- iv. Arup will review the documentation in so far as they are related to inshore work.
- v. A high level review of design parameters needs to be undertaken. These include MEG Task 1C.E, Wave and Environmental Forces Study (Pages 51-60) and MEG Task 1C.B, Geotechnical Investigations (Pages 75-91). The review of these sections will supplement the information utilized to review the design concepts presented in Phase 1 – Task 2B.
- vi. A review of the selected structural system presented for the shaped pier design in the Schematic Progress Coordination Print (Pages 17-19).
- vii. Report on the review, including: design criteria and assumptions; basis of design going forward; identification of additional testing/investigations required; any proposed design changes based on the findings; and evaluation of engineering options presented in the Phase 1 reports

Task B2

TDG/Lehr Jackson will, as an integrated effort during Task Part B2 coordinated by Arup, help develop a schematic layout for the pier incorporating the results of the Part A, and B1 studies

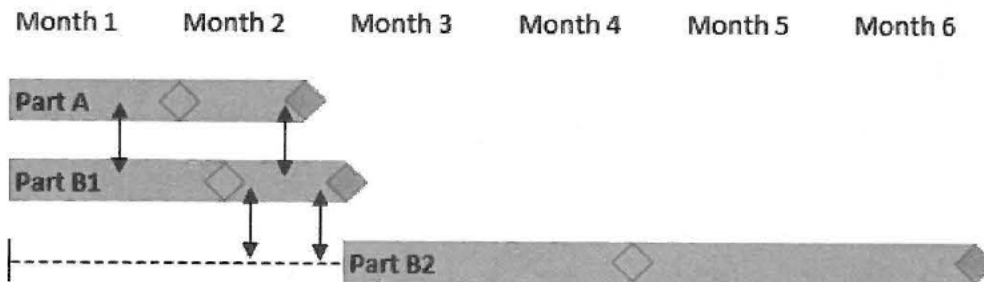
- i. Production of a draft Design Criteria and Basis of Design document, outlining the now current (Post Sandy) applicable Codes and Standards
- ii. Initial development of Preliminary Engineering (noting that the completion of PE will be under a later funding stage).

The deliverable will be a technical memorandum detailing the findings of the above scope items and will rely on data provided in the MEG Phase 1 deliverable dated January 2014. It will provide commentary on the Wave and Environmental Force Study, Geotechnical Investigations, the constructability of the Schematic Progress Coordination Print, and the technical feasibility of concept designs noted in Phase 1 – Task 2B. It will advance the design of a single recommended pier configuration towards Preliminary Engineering, including developing a preliminary schematic layout for the pier based on the results of the Part A study.

The memorandum will also identify recommended additional actions to be undertaken to complete Preliminary Engineering. .

2 Tentative Work Schedule

We are assuming a work schedule of 6 months duration upon notice to proceed as outlined below.



Parts A and B1 will commence at the same time and be carried out in parallel with continuous interaction. A Draft report for Part A will be issued to the City for review. A workshop will be set up to openly discuss and receive feedback on the draft. The draft will then be finalized within 3 weeks. A Draft Report for Part B1 will be issued to the City for review. We do not expect any workshop allied with this deliverable. We expect to receive one set of consolidated comments from the City on our Draft Report for B1. We will then finalize the report. The final deliverables of Part A and Part B1 will ultimately feed into the Part B2: Pier Design / Engineering Studies.

Part B2 cannot start in earnest until both Parts A and B1 are complete. However Arup will start to mobilize and collate data and base information ready to commence Part B2 upon formal signoff of parts A and B1. This start-up work will be carried out by Arup in order to deliver the Final deliverable for B2 within the full 6 month schedule. We will issue a table of contents, and outline the content of the deliverable B2 during Month 3, and a draft at the end of Month 4. We will share this with the City for review and comment. This will include a tentative drawing list and appendices to the main report. We will deliver a Final Report at the end of Month 6, inclusive of narrative, codes and standards, drawings and supporting documentation in appendices.

3 Fee Proposal

Our total fee for Tasks A and B is \$1.9m, allocated as follows:

	Task A: Retail and Business Case Study Report	Task B: Pier Design Review and Engineering Studies
Lump Sum Fee	\$400,000	\$1,500,000

Our fee is based on the following assumptions:

- a) Review of the Shaped Pier Scheme option S-1 only
- b) We have allowed for the time and travel expenses of maximum of four meetings with the City of Long Branch
- c) Arup will receive a Formal Notice to Proceed from the City incorporating any and all FTA requirements.

Fee Proposal of requested Tasks A and B, broken down by consultant:

Consultant	Role	Fee	
		Task A	Task B
Arup	Project Management & Engineering	\$50,000	\$850,000
TDG / Lehr Jackson	Pier Program Development, Architecture, Planning, Urban Design	\$350,000	\$200,000
CH2M Hill	Marine Engineering	\$0	\$300,000
Weston, Naser, Melk!, Appleseed Insight Research Corporation and other subconsultants	No roles at this stage	\$0	\$0
Contingency/Expenses (10%)	-	\$0	\$150,000
Sub-Total	-	\$400,000	\$1,500,000
Total	-	\$1,900,000	

We have allowed for our best estimate for our expenses, plus an allowance as a contingency for incorporating work as a result of the outcome and conclusions for Parts A and B1.

This fee proposal is valid for a period of 60 days from the date of this letter.

4 Terms and Conditions

The terms and conditions that we propose for this agreement are provided in Attachment A. Arup will be the prime consultant. Arup will lead and manage the Arup team. Arup will provide direction to the Arup team in order to successfully deliver the deliverables to the schedule and fees provided.

The liability of the Arup team will be limited to the value of our fees.

4.1 Payment Schedule

Arup will invoice you for the Arup Team on the basis, as set out below:

1.	Upon delivery of Part A, Draft report	\$350,000
2.	Upon delivery of Part B1, Ongoing review – Draft report	\$250,000
3	Upon finalization of Part A, Report	\$100,000
4	Upon delivery of Part B2, Draft report	\$500,000
5.	Upon finalization of Part B1 report	\$100,000
6	Upon finalization of Part B2 report,	\$400,000
7	Upon 30 days after completion of last deliverable	\$200,000
	Total	\$1,900,000

Arup reserves the right to amend this payment schedule if the overall six (6) month study period is extended.

Attachments

A. Arup Standard Terms and Conditions

These are attached and will be utilized for the whole Arup team

1/28/2015 City of Long Branch

Arup USA, Inc.

City of Long Branch

Phase 2 Oceanfront Pier & Ferry Terminal Design
and Program Management Service

Date	Client Entity ("Client")	Arup Entity ("Arup")	Owner Entity ("Owner")	Project Title ("Project")	Exhibits
<p>1. EXTENT OF AGREEMENT: These terms and conditions are hereinafter referred to as the "Agreement" and supplement and govern all aspects of the obligations and liabilities between Arup and the Client relating to the Project. This Agreement shall control and supersede all prior or simultaneous negotiations, representations and agreements, either written or oral including separate agreements between the Client and an Owner or other party if applicable. In the event that this Agreement is not fully executed, it shall nonetheless be effective and controlling to the parties so long as Arup has provided same to the Client and has begun work and not received written objections or modifications.</p> <p>2. ARUP'S RESPONSIBILITIES: The Client appoints Arup and Arup agrees to perform the Professional Services identified in the Proposal pursuant to the terms and conditions set out in this Agreement. The term "Professional Services" and/or "Deliverable" shall mean the reports, opinions, letters and or the other deliverables prepared by Arup or its consultants in any medium, including graphic and pictorial representations, which relate to its professional services for the Project. Arup's Professional Services shall be in accordance with current, accepted professional practice appropriate for the size, complexity, schedule, and other characteristics of the Project in the jurisdiction where the project is located. ("Standard of Care"). Arup shall comply with all reasonable instructions of the Client and shall keep the Client fully informed on the progress and status of the Professional Services. Arup shall carry out the Services regularly and diligently and shall liaise and co-operate with any other consultants appointed by the Client.</p> <p>3. CLIENT'S RESPONSIBILITY: The Client shall provide the following: (1) Full information identifying its requirements for and limitations on the Project. (2) A representative authorized to act on the Client's behalf with respect to the Project who shall render decisions in a timely manner pertaining to all requests and/or documents submitted by Arup (3) All legal, insurance, and accounting services including auditing services that Client determines necessary to address its needs and interests relating to the Project. (4) Prompt written notice to Arup if the Client becomes aware of any Arup fault or defect in the Deliverable. (5) If applicable the Client shall review and approve submission for each phase of the work in a timely manner and shall authorize Arup in writing to proceed with each succeeding phase.</p> <p>4. ADDITIONAL SERVICES: Client requested services that are not expressly or implicitly identified in the Proposal as "Basic Services," shall be considered to be "Additional Services." If the Client requests that Arup perform Additional Services, the Client shall provide Arup with additional compensation equal to Arup's hours expended at Arup's standard hourly rates, which is either attached to this agreement, part of the proposal or separately determined. Arup's hourly rates may be adjusted annually in accordance with Arup's standard practice. In the alternative, the Client and Arup may agree on a stipulated sum for specific Additional Services. However, in no event shall Arup be compelled or required to perform what it deems to be an Additional Service unless the Client provides the appropriate written change order.</p> <p>5. LIMITATIONS OF LIABILITY: TO THE FULLEST EXTENT PERMITTED BY LAW, CLIENT AND ARUP EACH WAIVE ANY RIGHT TO CONSEQUENTIAL, LIQUIDATED OR INCIDENTAL DAMAGES AND AGREE THAT THE TOTAL LIABILITY, IN THE AGGREGATE, OF ARUP AND ARUP'S OFFICERS, DIRECTORS, EMPLOYEES, AGENTS, AND INDEPENDENT PROFESSIONAL ASSOCIATES OR ENGINEERS, AND ANY OF THEM, TO THE CLIENT AND ANY ONE CLAIMING BY, THROUGH OR UNDER THE CLIENT, FOR ANY AND ALL INJURIES, CLAIMS LOSSES, EXPENSES, OR DAMAGES WHATSOEVER ARISING OUT OF OR IN ANY WAY RELATED TO ARUP'S SERVICES, THE PROJECT OR THIS AGREEMENT, FROM ANY CAUSE OR CAUSES WHATSOEVER, INCLUDING BUT NOT LIMITED TO, THE NEGLIGENCE, ERRORS, OMISSIONS, STRICT LIABILITY, BREACH OF CONTRACT, MISREPRESENTATION, OR BREACH OF WARRANTY OF ARUP OR ARUP'S OFFICERS, DIRECTOR, EMPLOYEES, AGENTS OR INDEPENDENT PROFESSIONAL ASSOCIATES OR ENGINEERS, OR ANY OF THEM, SHALL NOT EXCEED THE LESSER OF THE TOTAL COMPENSATION RECEIVED BY ARUP FOR THE SPECIFIC WORK PERFORMED RESULTING IN CLIENT'S DAMAGES OR ONE HUNDRED THOUSAND DOLLARS (\$100,000).</p> <p>6. WARRANTIES/GUARANTEES: ARUP MAKES NO EXPRESS OR IMPLIED WARRANTY OR GUARANTY OF ANY SORT. ALL WARRANTIES AND GUARANTEES, INCLUDING WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, ARE EXPRESSLY DISCLAIMED.</p> <p>7. THIRD-PARTIES: SERVICES PROVIDED BY ARUP HEREIN ARE SOLELY FOR THE BENEFIT OF THE CLIENT AND NOTHING CONTAINED IN THIS AGREEMENT SHALL CREATE A CONTRACTUAL RELATIONSHIP WITH OR A CAUSE OF ACTION IN FAVOR OF A THIRD PARTY.</p> <p>8. INDEMNIFICATION:</p> <p>8.1. ARUP INDEMNIFICATION OF CLIENT: Arup shall indemnify the Client and its officers, employees and successors from and against all, damages, losses, and judgments, including reasonable attorney's fees and expenses to the extent they result from Arup's negligent acts or negligent omissions in the preparation of the Deliverables and for patent, copyright or trademark infringement attributable to Arup's services. Arup's liability arising from this indemnification and its liability for damages generally in connection with the Agreement shall be subject to the limitation of liability stated above. The Client acknowledges and agrees that Arup shall have no affirmative duty to provide a defense for the Client or any other party in connection with indemnified claims and that Arup's responsibility for reasonable legal fees of the indemnified parties shall be conditioned upon a finding against Arup of negligence by a court of competent jurisdiction and then only to the extent there is a clear nexus between the costs and the negligent act. The Client further agrees that, to the fullest extent permitted by law, no shareholder, officer, director, partner, principal, or employee of Arup shall have personal liability under this Indemnification provision, under any provision of the Agreement or for any matter in connection with the professional services provided in connection with the Project.</p> <p>8.2. CLIENT INDEMNIFICATION OF ARUP: The Client assumes liability for and agrees to defend, indemnify and hold harmless Arup, its consultants, and their respective officers, directors, shareholders, partners, principals, employees, and successors from and against all damages, losses and judgments, including reasonable attorney's fees and expenses, to the extent they arise from or are alleged to arise from an act or omission of the Client, its agents, employees, consultants, contractors or construction manager (collectively for this indemnity "Client Entity"). The provisions of this section shall extend for all time notwithstanding the termination or expiration of the Agreement.</p> <p>9. INSURANCE COVERAGES: Arup shall maintain professional indemnity insurance and other insurance policies as described below. As and when they are reasonably required to do so by the Client, Arup shall produce for inspection documentary evidence that such insurance is being maintained. All deductibles and premiums associated with the above coverages except a project-specific policy of professional liability insurance shall be the responsibility of Arup. Arup shall upon request provide to the Client certificates of insurance evidencing compliance with the insurance requirements. Arup shall maintain the following minimum amounts of insurance during the term of this Agreement including the following: (1) Workmen's Compensation, Statutory; (2) Employer's Liability, \$100,000, General Liability, \$500,000, Automobile Liability, \$500,000, Professional Liability, \$1,000,000, Umbrella Liability, \$1,000,000.</p> <p>10. COPYRIGHT AND INTELLECTUAL PROPERTY: Copyright and other intellectual property rights in all Deliverables, including but not limited to drawings, reports, calculations, specifications, software models and other documents prepared by Arup in connection with the Project remains vested in Arup. Client shall have a royalty free license to use the Deliverables for any purpose connected with or intended by the scope of the Project. Nothing herein shall prevent or limit Arup's right to include photographic or artistic representations of the Project among its promotional and educational materials including without limitation, as part of Arup's Website or elsewhere. Other parties shall be given credit where appropriate for their preparation of the Instruments of Service.</p> <p>11. TERMINATION AND SUSPENSION: Except as otherwise provided in this section, this Agreement may be terminated by either party upon not less than thirty (30) calendar days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination. If the defaulting party fails to cure its default within the thirty (30) calendar day notice period or fails to commence action to cure its default when the cure cannot reasonably be completed within thirty (30) days, the termination shall take effect without further notice. Upon a suspension of services by the Client, Arup shall be paid for all fees and expenses for services performed through the date of the suspension plus reasonable demobilization expenses. In the event of a suspension of services, Arup shall have no liability for any delay or damage caused because of such suspension of services. Upon the resumption of Arup's services, Arup's fee shall be equitably adjusted and Arup shall be reimbursed for all expenses incurred as a result of the suspension. If the Client's suspension of Arup's services continues for more than ninety (90) calendar days, Arup may terminate this Agreement upon seven (7) calendar days' written notice to the Client.</p> <p>12. PAYMENT PROVISION: Invoices shall be submitted as per the attached payment schedule and payments are due within 30 days of date of invoice. All monies secured by the Client by its client to pay for Arup's services identified herein shall be deemed to be held in trust for Arup. Payment of Arup's fees shall not be dependent on Client receiving funding from a third party. In the event of a dispute pursuant to the services rendered hereunder, the Client shall not have the right to set off any payments due or owing to Arup. Payments due Arup and which remain unpaid shall bear interest 30 days from the date of the invoice at the rate of five percent (5%) per month. Arup is entitled to recover any and all legal fees and any other costs expended if it becomes necessary to pursue legal actions to collect fees due hereunder. Client expressly acknowledges that Arup shall be entitled to a judgment for its attorney fees and court costs attributable to the collection of its fees which are ultimately adjudicated/arbitrated to be rightfully due and owing. Failure of the Client to make payments to Arup in accordance with this Agreement shall be considered substantial non-performance and grounds for Arup to terminate the Agreement. Arup's full payment pursuant to this section shall be a condition precedent for its obligation of performance. Reimbursable Expenses will be billed at cost plus ten percent (10%). Reimbursable Expenses include the actual expenses incurred directly or indirectly in connection with the Project such as those for travel (including transportation and associated expenses); toll telephone calls; reproduction of Project-related documents, reproduction of drawings; filing and permit fees; delivery, express and courier services; and film and processing. This fee is in addition to the budget. No back-up data for time or copies of bills or receipts for Reimbursable Expenses will be provided unless otherwise agreed at the outset. Should such back-up data be required, it can be provided for the necessary copying charges, plus an administrative fee of ten percent (10%) of the portion of the invoice requiring verification. This fee is in addition to the budget. The Client shall pay any goods or services tax in respect of the services and all invoices are stated exclusive of such taxes and net of any withholding tax.</p> <p>13. NO SOLICITATION OF EMPLOYEES: The Client agrees and acknowledges that it will not, directly or indirectly, solicit or hire any employee of Arup or induce any Arup employee to terminate his or her employment with Arup without the express written consent of Arup. Recognizing that Arup has expended a substantial investment in recruitment, advertisement, testing, and training of their personnel, the Client agrees that if it violates this clause and hires a Arup employee within one year of the completion of the Project, it shall pay Arup for each employee thus hired, the amount of one year's salary, at the last level of annual remuneration that employee received from Arup.</p> <p>14. CONFIDENTIALITY/ RELIANCE: Arup shall not, save in the proper course of carrying out their obligations under this Agreement, disclose to any person or otherwise make use of any confidential information obtained in the course of the Agreement relating to the Client. If the Deliverable is a report, it is understood by the Client that it is intended for and may be relied upon only by the Client and other expressly identified project stakeholders.</p> <p>15. DISPUTE RESOLUTION: In recognition of the negative consequences associated with disputes both in terms of lost time and expense to all parties, the Client and Arup agree to settle their disputes by good-faith mediation as a condition precedent to the institution of legal proceedings by either party. If mediation would jeopardize the substantive rights of either party due to the application of any applicable statute of limitations, then mediation will be required during the dispute resolution process to the extent it may be used without jeopardizing the substantive rights of either party. The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the state/province and locality of the primary Arup office performing the work, unless another location is mutually agreed upon. In the event that the matter cannot be resolved through (or is not appropriate for) negotiation or mediation, the dispute shall be submitted for determination in the applicable courts of the state/province where the primary Arup office performing the work is located and this Agreement shall be subject to and construed in accordance with the laws of that state/province. The Client shall not assert any claim against Arup more than three (3) years after the date of the substantial completion of the Project.</p> <p>16. NOTICES/ MODIFICATION/ NO WAIVER/ FORCE MAJEURE: Any and all notices or other communications required by this Agreement or by law to be served on, given to, or delivered to either party, shall be in writing and shall be deemed received upon receipt of telegraphic, facsimile or electronic notice. The Agreement may be amended only by written modification executed by both parties and may not be assigned without the written permission of the non-assigning party. The failure to put into effect, exercise or enforce any term, condition or provision of this Agreement shall not be deemed a waiver of such term, condition or provision or the party's right to enforce it. Should any part of this Agreement be rendered or declared illegal, legally invalid or unenforceable the remaining parts of this Agreement shall remain in full force and effect. The language shall not</p>					

be construed for or against either party, regardless of who drafted it. This Agreement may be executed in one or more counterparts, each of which will be deemed an original and all of which taken together shall constitute one and the same document and a signature by facsimile or electronic mail may be used by any party to this Agreement as if it were an original signature. Each party shall execute and deliver all such further documents and instruments and take all such further actions as may be reasonably required or appropriate to carry out the intent and purposes of this Agreement. Neither the Client nor Arup shall be held accountable or penalized under the terms of this Agreement for the failure to perform which is occasioned by war, strike, Act of God, natural disaster, or other casualty beyond the reasonable control of the Client or Arup.

17. LEED: The LEED Green Building Rating system or similar environmental guidelines ("LEED") utilizes certain design, construction and usage criteria in order to promote environmentally friendly building. The Client and/or Owner acknowledges and understands that LEED is subject to interpretation, and achieving levels of compliance involves factors beyond the control of Arup, including, but not limited to, the end use, operation and maintenance of the completed Project. In addressing LEED, Arup shall use the Standard of Care in performing its services, in interpreting LEED and designing in accordance with LEED. However, Arup does not warrant or represent that the Project will actually achieve LEED certification or realize any particular energy savings. Arup shall not be responsible for any environmental or energy issues arising out of the end use and operation of the completed Project.

From: [Branche, Ralph \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Long Branch Pier and Ferry Terminal
Date: Tuesday, March 24, 2015 6:08:19 PM
Attachments: [SKMBT_C65415013017040.pdf](#)

FYI

Sent with Good (www.good.com)

-----Original Message-----

From: Howard Woolley [hwoolley@longbranch.org]
Sent: Tuesday, March 24, 2015 05:11 PM Eastern Standard Time
To: Branche, Ralph (FTA)
Cc: 'Robert Beckelman'; Ralph Basile
Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Long Branch Pier and Ferry Terminal

Ralph,

Can you let me know who I can send this to get an approval, please. Faye hasn't gotten back to me and the emails to Larry Penner bounce back.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: Howard Woolley [<mailto:hwoolley@longbranch.org>]
Sent: Tuesday, March 24, 2015 4:01 PM
To: Larry Penner (Larry.Penner@dot.gov)
Cc: 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Ralph Basile (rbasile@vantagepointredm.com)
Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Long Branch Pier and Ferry Terminal

Mr. Penner,

Could you let us know if this scope is acceptable to you and we will move ahead with the contract for the professionals.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Tuesday, February 03, 2015 11:52 AM
To: Faye.Ellison@dot.gov
Cc: hwoolley@longbranch.org; Ralph Baslie
Subject: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Long Branch Pier and Ferry Terminal

Ms. Ellison-

The City of Long Branch has finally completed negotiation of a revised scope of services and cost proposal for the above project. As you will recall, the FTA requested that we submit the attached for its review before proceeding with the execution of an agreement and commencement of work for the revised scope Phase 2. Please advise when FTA has had a chance to review and advise if we may proceed or whether FTA wishes to discuss further.

Thank you for your attention and assistance in this matter.

Regards,

Robert Beckelman
732-476-2448

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From: [Creighton, Dan \(FTA\)](#)
To: [Robert BECKELMAN](#)
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; [Culotta, Michael \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Ellison, Faye \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Date: Friday, May 29, 2015 5:39:58 PM
Attachments: [image001.png](#)
[image002.png](#)

Robert,

We have not reviewed the contract in detail, but want to make sure you have included all Federal requirements. The purpose of having an update on the contract was not to review the contract, but to ensure that progress is occurring on this project. For this reason, we will not review the contract for compliance at this time. The issue here is what the end result will be after expenditure of the funds provided by FTA? Will there be a final design completed, bid documents, or a final design report? From an FTA perspective, we need to make sure we are all being good stewards of the Federal funds and that there is a benefit to the riding public with the expenditure of funds. Let's talk when you return and discuss next steps. How will Long Branch proceed with funding the project after design is complete? Also, if the design exceeds current funding, how will Long Branch fund the shortfall to ensure that the expected product is received prior to grant closeout?

Dan

Daniel Creighton, PE, PMP
Director of Mega Projects/Lower Manhattan Recovery Office
FTA Region 2
1 Bowling Green, Room 436, New York, NY 10004
(212) 668-2507 (office) | (202) 507-0709 (cell)
dan.creighton@dot.gov



From: Robert BECKELMAN [mailto:RBECKELMAN@greenbaumlaw.com]
Sent: Thursday, May 28, 2015 2:25 PM
To: Creighton, Dan (FTA)
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; Culotta, Michael (FTA)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Good afternoon. Anything to report? The contractor team selected through the federal process is inquiring and may need to reassign its efforts elsewhere, which we certainly would prefer to avoid. Thank you.

From: Robert BECKELMAN
Sent: Monday, April 27, 2015 4:14 PM
To: Dan.Creighton@dot.gov
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; Michael.Culotta@dot.gov
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Great. We will await further word from you. Thanks.

From: Dan.Creighton@dot.gov [<mailto:Dan.Creighton@dot.gov>]
Sent: Monday, April 27, 2015 4:13 PM
To: Robert BECKELMAN
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; Michael.Culotta@dot.gov
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

I have received the documents and they are being reviewed internally.

Dan

Daniel Creighton, PE, PMP
Director of Mega Projects/Lower Manhattan Recovery Office
FTA Region 2
1 Bowling Green, Room 436, New York, NY 10004
(212) 668-2507 (office) | (202) 507-0709 (cell)
dan.creighton@dot.gov



From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Monday, April 27, 2015 3:46 PM
To: Creighton, Dan (FTA)
Cc: hwoolley@longbranch.org; Ralph Baslie
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Hello Mr. Creighton. Just following up on the attached. Please confirm that you received this and advise if you need anything else or want to discuss further. Thanks.

Robert Beckelman
732-476-2448

-----Original Message-----

From: Robert BECKELMAN
Sent: Tuesday, April 14, 2015 4:45 PM
To: dan.creighton@dot.gov
Cc: hwoolley@longbranch.org
Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Importance: High

Mr. Creighton-

It was a pleasure speaking with you this afternoon concerning the above-referenced Long Branch grants. As discussed, I am forwarding a letter that outlines the history of these grants leading up to the revised scope that was forwarded to you, which, understandably, may not

make sense without understanding this background. Please review and advise once you have had a chance to assess and consider further.

Very truly yours,

Robert Beckelman
732-476-2448

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]
Sent: Monday, October 27, 2014 3:21 PM
To: Faye Ellison
Cc: Robert BECKELMAN; Basile Ralph; Howard Woolley Jr.
Subject: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Importance: High

Dear Ms. Ellison,

Please find attached an update and request for consideration of revised scope for the Pier and Ferry Terminal. I am also sending via postal service.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Monday, October 27, 2014 3:18 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 10.27.2014 15:18:25 (-0400)
Queries to: ricoh@ci.long-branch.nj.us

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For more information please visit <http://www.symanteccloud.com>

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To: [Robert BECKELMAN](#)
Cc: [hwoolley@longbranch.org](#); [rbasile@vantagepointredm.com](#); [Culotta, Michael \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Ellison, Faye \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Date: Monday, June 01, 2015 2:08:02 PM
Attachments: [image001.png](#)
[image002.png](#)

Wednesday is a bad day for us here, but I do not see the rest of the week getting any better as we have a major meeting on Monday the 8th that will be taking most of our time. Is Wednesday after 5:00 pm good for you?

Dan

Daniel Creighton, PE, PMP
Director of Mega Projects/Lower Manhattan Recovery Office
FTA Region 2
1 Bowling Green, Room 436, New York, NY 10004
(212) 668-2507 (office) | (202) 507-0709 (cell)
dan.creighton@dot.gov



From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Monday, June 01, 2015 1:54 PM
To: Creighton, Dan (FTA)
Cc: [hwoolley@longbranch.org](#); [rbasile@vantagepointredm.com](#); [Culotta, Michael \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Ellison, Faye \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Thank you for your email and voicemail. Can we set up a conference call to discuss some time on Wednesday?

From: Dan.Creighton@dot.gov [<mailto:Dan.Creighton@dot.gov>]
Sent: Friday, May 29, 2015 5:40 PM
To: Robert BECKELMAN
Cc: [hwoolley@longbranch.org](#); [rbasile@vantagepointredm.com](#); [Michael.Culotta@dot.gov](#); [Donald.Burns@dot.gov](#); [Faye.Ellison@dot.gov](#); [Ralph.Branche@dot.gov](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Robert,

We have not reviewed the contract in detail, but want to make sure you have included all Federal requirements. The purpose of having an update on the contract was not to review the contract, but to ensure that progress is occurring on this project. For this reason, we will not review the contract for compliance at this time. The issue here is what the end result will be after expenditure of the funds provided by FTA? Will there be a final design completed, bid documents, or a final design report? From an FTA perspective, we need to make sure we are all being good stewards of the

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dan.creighton@dot.gov



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Sent: Thursday, May 28, 2015 2:25 PM
To: Creighton, Dan (FTA)
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; Culotta, Michael (FTA)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

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Great. We will await further word from you. Thanks.

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I have received the documents and they are being reviewed internally.

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dan.creighton@dot.gov



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Sent: Monday, April 27, 2015 3:46 PM

To: Creighton, Dan (FTA)

Cc: hwoolley@longbranch.org; Ralph Baslie

Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

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Robert Beckelman
732-476-2448

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Sent: Tuesday, April 14, 2015 4:45 PM

To: dan.creighton@dot.gov

Cc: hwoolley@longbranch.org

Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Importance: High

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Very truly yours,

Robert Beckelman
732-476-2448

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]

Sent: Monday, October 27, 2014 3:21 PM

To: Faye Ellison

Cc: Robert BECKELMAN; Basile Ralph; Howard Woolley Jr.

Subject: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Importance: High

Dear Ms. Ellison,

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Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645

-----Original Message-----

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Sent: Monday, October 27, 2014 3:18 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 10.27.2014 15:18:25 (-0400)
Queries to: ricoh@ci.long-branch.nj.us

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Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Date: Tuesday, June 02, 2015 4:30:06 PM
Attachments: [image001.png](#)
[image002.png](#)

I think that time will work.

Dan

Daniel Creighton, PE, PMP
Director of Mega Projects/Lower Manhattan Recovery Office
FTA Region 2
1 Bowling Green, Room 436, New York, NY 10004
(212) 668-2507 (office) | (202) 507-0709 (cell)
dan.creighton@dot.gov



From: Robert BECKELMAN [mailto:RBECKELMAN@greenbaumlaw.com]
Sent: Tuesday, June 02, 2015 4:00 PM
To: Creighton, Dan (FTA)
Cc: [hwoolley@longbranch.org](#); [rbasile@vantagepointredm.com](#); [Culotta, Michael \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Ellison, Faye \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

If that is not enough time we might be able to shift things a bit. Let me know. Thanks.

From: Robert BECKELMAN
Sent: Monday, June 01, 2015 3:27 PM
To: Dan.Creighton@dot.gov
Cc: [hwoolley@longbranch.org](#); [rbasile@vantagepointredm.com](#); [Michael.Culotta@dot.gov](#); [Donald.Burns@dot.gov](#); [Faye.Ellison@dot.gov](#); [Ralph.Branche@dot.gov](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

The 3 of us on the City side have a conference call that we are all on at 5:15pm Wednesday. Any chance we can talk from 5:00-5:15 Wednesday (assuming you think that is enough time)?

From: Dan.Creighton@dot.gov [mailto:Dan.Creighton@dot.gov]
Sent: Monday, June 01, 2015 2:08 PM
To: Robert BECKELMAN
Cc: [hwoolley@longbranch.org](#); [rbasile@vantagepointredm.com](#); [Michael.Culotta@dot.gov](#); [Donald.Burns@dot.gov](#); [Faye.Ellison@dot.gov](#); [Ralph.Branche@dot.gov](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Wednesday is a bad day for us here, but I do not see the rest of the week getting any better as we

have a major meeting on Monday the 8th that will be taking most of our time. Is Wednesday after 5:00 pm good for you?

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FTA Region 2
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dan.creighton@dot.gov



From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Monday, June 01, 2015 1:54 PM
To: Creighton, Dan (FTA)
Cc: hwoolley@longbranch.org; rbase@vantagepointredm.com; Culotta, Michael (FTA); Burns, Donald (FTA); Ellison, Faye (FTA); Branche, Ralph (FTA)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

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Sent: Thursday, May 28, 2015 2:25 PM

To: Creighton, Dan (FTA)

Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; Culotta, Michael (FTA)

Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

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I have received the documents and they are being reviewed internally.

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Robert Beckelman
732-476-2448

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From: Robert BECKELMAN

Sent: Tuesday, April 14, 2015 4:45 PM

To: dan.creighton@dot.gov

Cc: hwoolley@longbranch.org

Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope

Importance: High

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Sent: Monday, October 27, 2014 3:21 PM

To: Faye Ellison

Cc: Robert BECKELMAN; Basile Ralph; Howard Woolley Jr.

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732-571-5645

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]

Sent: Monday, October 27, 2014 3:18 PM

To: georgiana

Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 10.27.2014 15:18:25 (-0400)

Queries to: ricoh@ci.long-branch.nj.us

This email has been scanned by the inbound MessageLabs Email Security System.
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NJTPA

Transportation Improvement Program Fiscal Years 2008 - 2011

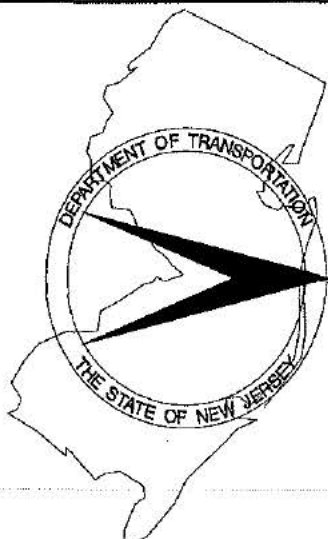
Routes

Mileposts: N/A

DBNUM: 06314

Section Long Branch Ferry Terminal

This project will provide for the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.



Counties:

Monmouth

Municipalities:

Long Branch City

Project Type:

Other

RCIS Category:

Transit Expansion

Sponsor:

NJDOT

Est. Total Project Cost:

(Million) Not Available

FY 2008 - 2011 TIP Cost: (Million) \$3.283

**Unconstrained
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
FA	FERRY	\$.708	\$.903			
FA	FERRY-FTA	\$1.672				
		\$2.380	\$.903			



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

November 23, 2015

Howard Woolley
City Administrator
City of Long Branch
344 Broadway
Long Branch, NY 07740

Re: NJ-04-0026-00 – Subject to Closeout

Dear Mr. Woolley:

The Federal Transit Administration (FTA) is responsible for ensuring that the transit projects we finance are implemented expediently. To this end, we annually review grants that have been awarded three or more years prior to the beginning of each fiscal year and have not had a disbursement of funds in twelve or more months prior to the beginning of the fiscal year. Your grant, NJ-04-0026-00 met our criteria for inactivity. We are concerned that City of Long Branch has made insufficient progress in bringing the projects funded in NJ-04-0026-00 to completion.

Section 12 of FTA's current master agreement, (Right of the Federal Government to Terminate) states:

The Recipient agrees that:

a. Justification. After providing written notice to the Recipient, the Federal Government may suspend, suspend then terminate, or terminate all or any part of the Federal funding awarded for the Project if:

- 1) The Recipient has violated the Underlying Agreement or this Master Agreement, especially if that violation would endanger substantial performance of the Project,
- 2) The Recipient has failed to make reasonable progress implementing the Project, or
- 3) The Federal Government determines that continuing to provide Federal funding for the Project does not adequately serve the purposes of the law authorizing the Project.

In the case of City of Long Branch, FTA awarded \$1,563,989 in NJ-04-0026-00 on September 25, 2008 and the last disbursement for \$323,973 was drawn down on June 4, 2014.

Based on the above information, as well as information contained in your milestone progress reports submitted to us since the grant was awarded, we have concluded that City of Long Branch has failed to make reasonable progress on the projects funded in the grant and we

NJ-04-0026-00 – Subject to Closeout
Page 2 of 2

intend to close this grant no later than December 10, 2015.

However, we will consider holding this grant open if City of Long Branch can provide evidence that the projects funded in this grant are active. This evidence must include:

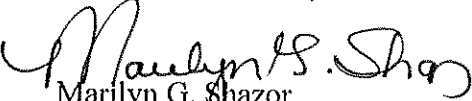
- 1) A schedule for completing the project funded by the grant that shows specific and significant activities to be completed in FY 2015.
- 2) A schedule of draw-downs planned for this grant that includes significant draw-downs in FY 2015.

Once we receive this information from you, FTA will review it to determine whether the action plan demonstrates significant progress towards project completion and inform you of our decision in writing.

Please provide a response to our request no later than 30 days after the date of this letter. If we do not receive a response to this letter, we will close NJ-04-0026-00 0 without further delay.

If you have any questions, please contact Darreyl Davis at 212-668-2186 or via email at darreyl.davis@dot.gov or Rosie Luperena at 212-668-2185 or via email at rosaria.luperena@dot.gov.

Thank you,


Marilyn G. Shazor
Regional Administrator

Enclosure

cc: Darreyl D. Davis, FTA Region 2 (via email)
Rosie Luperena, FTA Region 2 (via email)
Howard Woolley, City of Long Branch (via email)

Rosenberger, Karen (FHWA)

From: Remezova, Valeriya (FHWA)
Sent: Thursday, November 12, 2015 1:08 PM
To: Chau, Maria (FHWA); Fischer, Benjamin (FHWA); Kramer, Kaylie (FHWA); Rosenberger, Karen (FHWA); Toni, Melissa (FHWA)
Subject: Re: HPE PY 16 IWP Request.

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

This is a friendly reminder about your development of PY 16 IWPs prior to schedules for this month individual discussions. I posted an IWP template on "P" drive (reference the link below) for you to copy and paste your CJE's tasks. If you have any questions or need clarification please let me know.
Valeriya.

From: Remezova, Valeriya (FHWA)
Sent: Thursday, October 01, 2015 1:40 PM
To: Chau, Maria (FHWA); Fischer, Benjamin (FHWA); Kramer, Kaylie (FHWA); Rosenberger, Karen (FHWA); Toni, Melissa (FHWA)
Subject: Re: HPE PY 16 IWP Request.

Good afternoon,

Please develop your PY 16 IWP and enter the I Quarter information prior to individual discussions in early November. The template for PY 16 IWP is located on "P" drive: PROGRAMS/060.000 Admin/060.700 HPE PY 16 IWP. I will email you appointments for the PY 16 IWP individual discussions on a week of October 26th.

If you have any further questions or need clarification please let me know.
Valeriya.

From: [Robert Goodman](#)
To: [Burns, Donald \(FTA\)](#); [Hofler, Martin](#)
Cc: [Luperena, Rosaria \(FTA\)](#)
Subject: Re: Long Branch Pier
Date: Thursday, July 21, 2016 5:45:08 PM
Attachments: [image001.png](#)
[image002.png](#)

Team,

Thanks for your prompt assistance regarding this matter. It is deeply appreciated.

Best regards,



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2044 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2044

From: Burns, Donald (FTA) <Donald.Burns@dot.gov>
Sent: Thursday, July 21, 2016 5:09:55 PM
To: Hofler, Martin
Cc: Robert Goodman; Luperena, Rosaria (FTA)
Subject: RE: Long Branch Pier

Hi Martin,

The City of Long Branch will come to you for an amendment for \$1,772,320 for the pier project. Robert Goodman of Long Branch, who is copied on this message, will be reaching out to you. Please contact me if you have any questions.

Donald-

Donald Burns, AICP
USDOT FTA Region 2
One Bowling Green, Room 428

New York, NY 10004

Ph: 212-668-2203

Fx: 212-668-2136

Email: Donald.Burns@dot.gov

<https://www.transit.dot.gov/>



From: [Burns, Donald \(FTA\)](#)
To: [Hofer, Martin](#)
Cc: rgoodman@longbranch.org; [Luperena, Rosaria \(FTA\)](#)
Subject: RE: Long Branch Pier
Date: Thursday, July 21, 2016 5:09:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Martin,

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Donald-

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Email: Donald.Burns@dot.gov

<https://www.transit.dot.gov/>



DOT



FTA

U.S. Department of Transportation

Federal Transit Administration

Application

Recipient ID:	3127
Recipient Name:	LONG BRANCH, CITY OF
Project ID:	NJ-04-0034-00
Budget Number:	1 - Final Budget
Project Information:	LB Ferry Service

Part 1: Recipient Information

Project Number:	NJ-04-0034-00
Recipient ID:	3127
Recipient Name:	LONG BRANCH, CITY OF
Address:	344 BROADWAY , LONG BRANCH, NJ 07740 6938
Telephone:	(732) 571-5645
Facsimile:	(732) 571-5143

Union Information

Recipient ID:	3127
Union Name:	DOCKBUILDERS LOCAL 1456
Address 1:	395 Hudson Street
Address 2:	
City:	New York, NY 10014
Contact Name:	Olaf Olsen
Telephone:	(212) -98-9-22
Facsimile:	(212) -98-9-53
E-mail:	molsen@si.rr.com
Website:	

Recipient ID:	3127
Union Name:	HEAVY & GENERAL LABORERS LOCAL 472
Address 1:	378 County Road

Address 2:	
City:	Aberdeen, NJ 07747
Contact Name:	Michael Testa
Telephone:	(732) -58-3-62
Facsimile:	
E-mail:	
Website:	

Recipient ID:	3127
Union Name:	CARPENTERS LOCAL UNION NO 2250
Address 1:	Wykoff Place & Maple Avenue
Address 2:	
City:	Red Bank, NJ 07701
Contact Name:	Thomas Bucco
Telephone:	(732) -74-7-12
Facsimile:	
E-mail:	
Website:	

Recipient ID:	3127
Union Name:	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
Address 1:	State Highway 138
Address 2:	
City:	Wall, NJ 07719
Contact Name:	Peter Geronimo
Telephone:	(732) -68-1-71
Facsimile:	
E-mail:	
Website:	

Recipient ID:	3127
Union Name:	OPERATING ENGINEERS LOCAL 825
Address 1:	65 Springfield Avenue
Address 2:	
City:	Springfield, NJ 07081
Contact Name:	Don McGraw
Telephone:	(973) -92-1-19

Facsimile:	
E-mail:	
Website:	

Recipient ID:	3127
Union Name:	NJ STATE JOINT COUNCIL -ATU
Address 1:	8 Monica Drive
Address 2:	
City:	Edison, NJ 08820
Contact Name:	Vito Florenza
Telephone:	(908) -27-6-46
Facsimile:	
E-mail:	
Website:	

Recipient ID:	3127
Union Name:	TRANSPORT WORKER`S UNION-LOCAL 225
Address 1:	10 nBanta Place
Address 2:	Room 107
City:	Hackensack, NJ 07601
Contact Name:	Carlos Padilla
Telephone:	(201) -34-3-94
Facsimile:	(201) -34-3-94
E-mail:	twu225@aol.com
Website:	

Part 2: Project Information

Project Type:	Grant	Gross Project Cost:	\$2,215,400
Project Number:	NJ-04-0034-00	Adjustment Amt:	\$0
Project Description:	LB Ferry Service	Total Eligible Cost:	\$2,215,400
Recipient Type:	City	Total FTA Amt:	\$1,772,320
FTA Project Mgr:	Faye Ellison	Total State Amt:	\$0
Recipient Contact:	Howard Woolley	Total Local Amt:	\$443,080
New/Amendment:	None Specified	Other Federal Amt:	\$0
Amend Reason:	Initial Application	Special Cond Amt:	\$0

Fed Dom Asst. #:	20500	Special Condition:	None Specified
Sec. of Statute:	5309-2	S.C. Tgt. Date:	None Specified
State Appl. ID:	None Specified	S.C. Eff. Date:	None Specified
Start/End Date:	Feb. 15, 2011 - Dec. 30, 2011	Est. Oblig Date:	None Specified
Recvd. By State:	Aug. 18, 2010	Pre-Award Authority?:	Yes
EO 12372 Rev:	Not Applicable	Fed. Debt Authority?:	No
Review Date:	None Specified	Final Budget?:	No
Planning Grant?:	NO		
Program Date (STIP/UPWP/FTA Prm Plan) :	Jun. 16, 2010		
Program Page:	III-45		
Application Type:	Electronic		
Supp. Agreement?:	No		
Debt. Delinq. Details:			

Urbanized Areas

UZA ID	UZA Name
340010	NEW YORK--NEWARK, NY-NJ-CT

Congressional Districts

State ID	District Code	District Official
34	6	Frank Pallone

Project Details

LONG BRANCH MILLENIUM PIER

FY08 E-2008-BUSP-0389-138 : EARMARK \$869,440

FY09 E-2009-BUSP-566-138 : EARMARK \$902,880

GRANT APPLICATION SUMMARY

The City of Long Branch is requesting \$1,772,320 of Earmarks FY08 and FY09 Section 5309 Bus/Bus Facilities Allocation funds to support preliminary design and engineering of the Long Branch Millennium Pier and related Federal Ferry Terminal. The earmark IDs are E-2008-BUSP-0389-138 for \$869,440 and E-2009-BUSP-566-138 for \$902,880. The project title is 138 Long Branch, NJ Determine scope, engineering, design facilities for ferry service from Long Branch, NJ to New York City and other destinations.

Funds requested in this application will be matched by a hard cash contribution in the amount of \$443,080. The source of the hard cash contribution will be from the issuance of a municipal bond. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal. The preliminary design and engineering work will be in support of National Environmental Policy Act (NEPA), completion of this analysis is a prerequisite to obtaining a NEPA finding. The funds will be used to further preliminary design and engineering to advance the design in coordination with impact avoidance, minimization, and mitigation as required by the permitting process.

Project Costs:

The total cost of the entire project including preliminary design and engineering, environmental analysis, final design and engineering, and construction is \$85,891,000. The preliminary design and engineering portion and permitting of this project is expected to be \$3,727,306. The cost for final design (FD) is estimated to be \$1,300,000 making the total cost for the design and engineering of the project is estimated to be \$5,100,000. The estimate of all engineering and design costs are based on projections from current Design contractor and were evaluated during the previously completed procurement process used for grant NJ-04-0026. The startup costs (fees, permits, and survey) are expected to be \$1,500,000.

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

All preliminary design and engineering will be conducted by 3rd party consultants in accordance with Federal procurement regulations.

As of June 2010 preliminary design and engineering has commenced and it is expected that plans will reach a 30% design development level by March 2011. Continuation of preliminary design and permitting process will commence April 2011 and will be complete by December 2011.

Construction Milestones:

Milestone	Date
Completion of Final Construction Documents	June-2012
Bid and Award	August-2012
Shop Drawings and Fabrication	November-2012
Mobilization and Site Preparation	January-2013
Commence Pier Construction	January-2013
Commence Ferry Terminal Construction	July-2013
Complete Pier Construction	January-2014
Complete Ferry Terminal	July-2014

Grant Contact:

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

Howard Woolley will be responsible for managing our Third Party consultants and will be responsible for managing our Third Party consultants.

Ronald Mehlhorn, CFO, City of Long Branch will be responsible for preparing and entering Quarterly Progress Reports along with financial drawdowns against this proposed grant.

Earmarks

Earmark Details

Earmark ID	Earmark Name	Orig. Balance	Amount Applied
E2008-BUSP-0389	Long Branch, NJ Determine sc	\$869,440	\$869,440
E2009-BUSP-566	Long Branch, NJ Determine sc	\$902,880	\$902,880

Number of Earmarks: 2

Total Amount Applied: \$1,772,320

Date Sent for Release: 9/21/2010 4:38:10 PM

Date Released: 9/23/2010

Security

No information found.

Part 3: Budget

Project Budget

	<u>Quantity</u>	<u>FTA Amount</u>	<u>Tot. Elig. Cost</u>
<u>SCOPE</u>			
123-00 RAIL - STATION/STOPS/TERMINALS	0	\$1,772,320.00	\$2,215,400.00
<u>ACTIVITY</u>			
12.31.05 ENG/DESIGN - FERRY TERMINAL	0	\$1,756,320.00	\$2,195,400.00

12.79.00	PROJECT ADMINISTRATION (RAIL)	0	\$16,000.00	\$20,000.00
Estimated Total Eligible Cost:				\$2,215,400.00
Federal Share:				\$1,772,320.00
Local Share:				\$443,080.00

OTHER (Scopes and Activities not included in Project Budget Totals)

None

SOURCES OF FEDERAL FINANCIAL ASSISTANCE

<u>UZA ID</u>	<u>Accounting Classification</u>	<u>FPC</u>	<u>FY</u>	<u>SEC</u>	<u>Previously Approved</u>	<u>Amendment Amount</u>	<u>Total</u>
340010	2008.25.04.31.2	00	2010	04	\$0.00	\$0.00	\$0.00
340010	2009.25.04.31.2	00	2010	04	\$0.00	\$0.00	\$0.00
Total Previously Approved:							\$0.00
Total Amendment Amount:							\$0.00
Total from all Funding Sources:							\$0.00

Alternative Fuel Codes

--

Extended Budget Descriptions

123-00	RAIL - STATION/STOPS/TERMINALS	0	\$1,772,320.00	\$2,215,400.00
We have formally requested that the Long Branch Pier and Ferry Terminal project be included into the State of New Jersey TIP/STIP. This project was previously included in the TIP/STIP and has a Database number (#06314). Request was sent on July 8th to Mary K. Murphy, Executive Director of the NJTPA. We will attach letter from NJTPA as soon as it is received.				
12.31.05	ENG/DESIGN - FERRY TERMINAL	0	\$1,756,320.00	\$2,195,400.00

Funds in the amount of \$2,195,400 will be allocated to preliminary design and engineering professional costs associated with the transportation aspect of the Long Branch Millennium Pier. The project appears in Section III-45 of the FY 2008-2011 Statewide Transportation Improvement Program (STIP). The Project ID No is T-120. The Federal Transit Administration and the Federal Highway Administration approved the STIP on September 20th, 2007. This project was published in NJ Transit's Federal Program Public Notice, which was published December 21, 2007 and January 9, 2008. The environmental classifications in this application are Class II(C)(1) - Engineering/Design/Planning/Technical Studies, and class II(C)(16) Program Administration and Operating Assistance.

Money will be spent to manage and oversee selected design/engineering contractors and will be a combination of staff employees and contractors.

We have formally requested that the Long Branch Pier and Ferry Terminal project be included into the State of New Jersey TIP/STIP. This project was previously included in the TIP/STIP and has a Database number (#06314). Request was sent on July 8th to Mary K. Murphy, Executive Director of the NJTPA. We will attach letter from NJTPA as soon as it is received.

12.79.00	PROJECT ADMINISTRATION (RAIL)	0	\$16,000.00	\$20,000.00
-----------------	-------------------------------	---	-------------	-------------

Program Administration and Operating Assistance.

12.79.00 Project Administration Funds in the amount of \$20,000 will support project administration expenses for day-to-day management and oversight of the Long Branch Millennium Ferry Pier project implementation, budget, and schedule. The project appears in Section III-45 of the FY 2008-2011 Statewide Transportation Improvement Program (STIP). The Project ID No is T-120. The Federal Transit Administration and the Federal Highway Administration approved the STIP on September 20th, 2007. This project was published in NJ Transit's Federal Program Public Notice, which was published December 21, 2007 and January 9, 2008. The environmental classifications in this application are Class II(C)(1) - Engineering/Design/Planning/Technical Studies, and class II(C)(16) Program Administration and Operating Assistance.

Money will be spent to manage and oversee selected design/engineering contractors and will be a combination of staff employees and contractors.

Grant Contact:

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

Howard Woolley will be responsible for managing our Third Party consultants and will be responsible for managing our Third Party consultants.

Ronald Mehlhorn, CFO, City of Long Branch will be responsible for preparing and entering Quarterly Progress Reports along with financial drawdowns against this proposed grant.

Changes since the Prior Budget

No information found.

Part 4. Milestones

12.31.05 ENG/DESIGN - FERRY TERMINAL

0

\$1,756,320

\$2,195,400

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
1.	Receipt of FTA funding	Oct. 01, 2010
2.	Prepare RFP/IFB	Nov. 01, 2010
3.	Release RFP	Nov. 10, 2010
	Prepared RFP for Egnin-Design services. Advertised and on web.	
4.	Preperation of Prelim Design	Dec. 01, 2010
	[for Preferred Scenario]	
5.	Receipt of Proposals	Dec. 10, 2010
	Received 12 proposals.	
6.	Evaluation of Proposals	Jan. 15, 2011
	Narrowed down to 3, conducted interviews and negotiated price with top ranked firm.	
7.	Contract Award	Feb. 01, 2011
	Narrowed down to three. Conducted interviews and negotioated price with	
8.	Project Commencement	Mar. 01, 2011
	Meeting at City Hall	
9.	Agency Workshop #1	Mar. 15, 2011
	New focus on local stake holders. Meetings with State, County etc. have been ongoing.	
10.	Revisit Phase I Space Alloc	Apr. 01, 2011
11.	Program Adj./Finacila Feas.	Jun. 10, 2011
	Presentation	
12.	Review Schematic/ Right-size P	Jun. 15, 2011
	Stae, County, Ctiy etc.	
13.	Advance Schematic frm 30%-50%	Aug. 10, 2011
14.	Update Permit Approval Docs.	Feb. 10, 2012
	CPM under consideration presently [3/1/2010]	
15.	Prepare NEPA Scopng Document	Apr. 10, 2012
16.	Present Design to Permitting A	Aug. 10, 2012
	[10% Design and Enginerering Complete] 30% DD to be provided to the City.	
17.	Agency Workshop #2	Sep. 10, 2012

18.	Receive Responses from Agencies	Sep. 20, 2012
19.	Old #'s 14-19	Oct. 01, 2012
	<p>Old # 14-new # 19: Revise Design per Permitting Agencies date: 11/15/2015</p> <p>Old # 15- new #20 Design Mitigation Opportunities date: TBD</p> <p>Old #16- new # 21 Present Construction Management date: TBD</p> <p>old # 16- new # 22 Present Construction Management date: TBD</p> <p>old # 17- new # 23 Completion of 100% Design date:TBD</p> <p>old #18-new # 24 Presentation to City date 12/15/2015</p> <p>old # 19- new # 25 Contract Complete 2/1/2016</p>	

12.79.00 PROJECT ADMINISTRATION (RAIL) 0 \$16,000 \$20,000

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
1.	First Project Admin Expense	Oct. 01, 2010
2.	Last Project Admin Expense	Sep. 20, 2012
3.	Contract Complete	Oct. 01, 2012

Part 5. Environmental Findings

123105 ENG/DESIGN - FERRY TERMINAL 0 \$1,756,320 \$2,195,400

Finding No. 1 - Class II(c)

C16 - Program Admin. & Operating Assistance

Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

Finding Details: Based analysis completed under the original grant NJ-04-0026, The Design and Engineering Team has determined it is appropriate to pursue and Environmental Assessment. Below is a list of NEPA milestones that will be pursued for this phase of the project.

NEPA Milestones

1. Preparation of Environmental Assessment (EA) report (90 days)
2. Review and Comment of Environmental Assessment by Regulating Agencies (60-90 days)

3. Resubmittal of EA based on Regulating Agency Comments (60 days)
4. Finding of No Significant Impact (FONSI) Received (30-60 days)

127900 PROJECT ADMINISTRATION (RAIL)	0	\$16,000	\$20,000
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Finding No. 1 - Class II(c)

C16 - Program Admin. & Operating Assistance

Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

Part 6: Fleet Status

No information found.

Part 7. FTA Comments

General Review

Comment Title:	No FFR or MPR
Comment By:	Faye Ellison
Date Created:	Dec. 06, 2011
Date Updated:	Dec. 06, 2011
Ref Section:	Unknown
Comment:	As of today, 12/6/2011. Grantee has yet to update FFR or MPR in TEAM.

Comment Title:	12.79 Comment
Comment By:	Ralph A Branche, Jr.
Date Created:	Sep. 20, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	My comment has been resolved.

Comment Title:	STIP Mod Closed
Comment By:	Donald C Burns
Date Created:	Sep. 15, 2010
Date Updated:	None Specified

Ref Section:	Unknown
Comment:	<p>On September 15, 2010, NJDOT notified FTA Region II that the STIP modification of the Long Branch Ferry project was approved.</p> <p>This issue is now closed.</p> <p>Donald Burns -</p>

Comment Title:	STIP
Comment By:	Donald C Burns
Date Created:	Jul. 06, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	<p>The STIP needs to be amended to include the FY 08 and 09 earmarks.</p> <p>Donald Burns Community Planner</p>

Comment Title:	12.31.05 ENG/DESIGN - FERRY TE
Comment By:	Ralph A Branche, Jr.
Date Created:	Jul. 01, 2010
Date Updated:	Sep. 20, 2010
Ref Section:	Unknown
Comment:	<p>Need a break down of cost budget for this project (PE,FD, COstruction and Start-up cost). Also identify useful life information. Even though, you have indicated that you are planning the money for design, we would like to have a sense that the project will be built. So we would like to construction milestones</p>

Comment Title:	NEPA Milestones
Comment By:	Donald C Burns
Date Created:	Jul. 06, 2010
Date Updated:	Aug. 31, 2010
Ref Section:	Milestones
Comment:	<p>The milestones should include the beginning the NEPA process with interim and environmental findings information.</p> <p>Donald Burns Community Planner</p>

Comment Title:	12..31.05 Comment
Comment By:	Ralph A Branche, Jr.
Date Created:	Sep. 16, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	My comment has been addressed. The iformation is is the grant.

Comment Title:	C R Comment
Comment By:	John H Prince
Date Created:	Jul. 20, 2010
Date Updated:	Jul. 30, 2010
Ref Section:	Unknown
Comment:	Grantee needs to submit to FTA a revised DBE program for approval, and proof that they are planning to participate in the USDOT DBE UCP no later than 07-23-10 in an attempt to eliminate the proposed Triennial Review deficiencies. Grantee must develop a DBE goal for FY'11; conduct consultive process in setting goals; and publish their goal for a 45 day comment period, asap.

Comment Title:	DirofOperationsComments
Comment By:	Larry Penner
Date Created:	Jul. 14, 2010
Date Updated:	Jul. 14, 2010
Ref Section:	Unknown
Comment:	<p>Please note the following preliminary commentsà</p> <p>Part 2 Project Information:</p> <p>Start and End Date is needed.</p> <p>Project Details:</p> <p>Please provide grant contact name, title, telephone, fax and E-mail address</p> <p>Please update to provide current status including dollars expended, scope and work completed under your original grant NJ-04-0026 as of July 1, 2010.</p>

	<p>12.31.05 Eng/Design û Ferry Terminal. What was the Engineers or consultants estimate of \$2,195,400 based on? Reference is made to ôpreliminary designö. What are the anticipated costs after completion of NEPA to proceed from 30% to 100% final design? What is this cost based on?</p> <p>12.79.00 Project Administration. Please identify who from the City of Long Branch will be responsible for managing your Third Party consultants. Who will be responsible for reviewing and approving any change orders to your consultant contracts? Who will be responsible for preparing and entering Quarterly Progress Reports along with financial drawdowns against this proposed grant.</p> <p>Larry Penner Director Office of Operations And Program Management Region 2 July 13, 2010</p>
--	---

Comment Title:	12.79.00 PROJECT ADMINISTRATIO
Comment By:	Ralph A Branche, Jr.
Date Created:	Jul. 01, 2010
Date Updated:	Jul. 01, 2010
Ref Section:	Unknown
Comment:	Need a break out of Admin cost to indicate how the money will be spent. Will this be staff employees or contract?

FTA Internal

Comment Title:	Plnr Recom #
Comment By:	Donald C Burns
Date Created:	Sep. 15, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	I recommend a number for this grant application now that the STIP issue is closed. Donald Burns -

Comment Title:	Cond. Dir of Plng Recomm#
Comment By:	Nancy Danzig
Date Created:	Jul. 29, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	I recommend a number. Prior to final concurrence the earmarks must be added to the STIP.

Comment Title:	STIP Issue Closed
Comment By:	Donald C Burns
Date Created:	Sep. 15, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	<p>On September 15, 2010, NJDOT notified FTA Region II that the STIP modification of the Long Branch Ferry project was approved.</p> <p>This issue is now closed.</p> <p>Donald Burns -</p>

Comment Title:	C R Recommend#
Comment By:	John H Prince
Date Created:	Jul. 30, 2010
Date Updated:	Sep. 21, 2010
Ref Section:	Unknown
Comment:	<p>Grantee has an approved DBE program as of this date, however they need to submit a copy of their DBE UCP registration to FTA, and a timetable to submit their DBE goal for FY'11 along with correcting the deficiencies of the Triennial Review. Civil Rights DOES NOT recommend a number at this time. Updated as of 09-21-2010 Grantees has submitted a document as a signatory of UCP, however they must complete the public participation process as required under the DBE Program as defined under 49 CFR Part 26.45. Grantee must submit follow-up information to FTA, including DBE goal for FY'11 before they are allowed to drawdown on funds. Grantee has scheduled public meeting for Wednesday, October 13th (JP).</p>

Comment Title:	Development
Comment By:	Donald C Burns
Date Created:	Sep. 17, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 9/17/2010

Comment Title:	FTA STIP Approval
Comment By:	Donald C Burns
Date Created:	Sep. 17, 2010
Date Updated:	None Specified

Ref Section:	Unknown
Comment:	Approval Stamp 9/17/2008

Comment Title:	Conditional Legal
Comment By:	Maisie Grace
Date Created:	Aug. 13, 2010
Date Updated:	Sep. 21, 2010
Ref Section:	Unknown
Comment:	I conditionally recommend a number noting that very little review has been able to be completed. Planning and Ops still need to be able to complete.

Comment Title:	FTA Environment Concurrence
Comment By:	Donald C Burns
Date Created:	Sep. 17, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 9/17/2010

Comment Title:	Planning
Comment By:	Nancy Danzig
Date Created:	Sep. 20, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 9/20/2010

Comment Title:	Conditional Engineering
Comment By:	Ralph A Branche, Jr.
Date Created:	Aug. 13, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	I recommend a number be assigned to this grant.

Comment Title:	Returned to Recipient
Comment By:	Ralph A Branche, Jr.
Date Created:	Sep. 17, 2010
Date Updated:	None Specified
Ref Section:	Unknown

Comment:	Returned to Recipient 9/17/2010
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Comment Title:	Dir of Plng Condition Cleared
Comment By:	Nancy Danzig
Date Created:	Sep. 20, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	The project is on the STIP. The condition is cleared.

Comment Title:	DirofOpsRecommends#withcond.
Comment By:	Larry Penner
Date Created:	Jul. 20, 2010
Date Updated:	Jul. 20, 2010
Ref Section:	Unknown
Comment:	I recommend assignment of a grant number based upon: (1) all my comments entered on 7/14 are addressed by the grantee adding additional information under the appropriate part of the grant and (2) we add a Special Condition under the Grant Contract that no funds may be drawdown until all open Triennial Review Findings have been closed. Larry Penner Director Office of Operations and Program Management July 20, 2010

Comment Title:	Returned to Recipient
Comment By:	Ralph A Branche, Jr.
Date Created:	Aug. 18, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Returned to Recipient 8/18/2010

Comment Title:	FTA Civil Rights Concurrence
Comment By:	John H Prince
Date Created:	Sep. 21, 2010
Date Updated:	None Specified
Ref Section:	Unknown

Comment:	Approval Stamp 9/21/2010
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Comment Title:	Cond Plnr Recomm#
Comment By:	Donald C Burns
Date Created:	Aug. 13, 2010
Date Updated:	Aug. 31, 2010
Ref Section:	Unknown
Comment:	<p>Long Branch has requested a modification to the TIP/STIP to add the earmark funds.</p> <p>Donald Burns -</p> <p>I conditionally recommend a number pending the addition of the earmark to the STIP.</p> <p>Donald Burns Community Planner</p>

Comment Title:	FTA Engineering Concurrence
Comment By:	Ralph A Branche, Jr.
Date Created:	Sep. 20, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 9/20/2010

Comment Title:	Transport. Program Specialist
Comment By:	Faye Ellison
Date Created:	Sep. 21, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Application Complete 9/21/2010

Comment Title:	Operations
Comment By:	Larry Penner
Date Created:	Aug. 19, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 8/19/2010

Comment Title:	FTA Legal Concurrence
Comment By:	Maisie Grace
Date Created:	Sep. 21, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 9/21/2010

Comment Title:	Regional Admin Approval
Comment By:	Anthony G Carr
Date Created:	Sep. 23, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Approval Stamp 9/23/2010

Conditions of Award

Comment Title:	New Comment
Comment By:	Larry Penner
Date Created:	Sep. 22, 2010
Date Updated:	None Specified
Ref Section:	Unknown
Comment:	Please note that no drawdowns may take place against this grant until such time as all open findings from the July 15-16, 2010 City of Long Branch Triennial Review have been closed.

Part 8: Results of Reviews

The reviewer did not find any errors

Part 9: Agreement

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT (FTA G-17, October 1, 2010)

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following

documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(17), October 1, 2010,
<http://www.fta.dot.gov/documents/17-Master.pdf>
- (2) The Certifications and Assurances applicable to the Project that the Grantee has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

FTA AWARD

FTA hereby awards a Federal grant as follows:

Project No: NJ-04-0034-00

Grantee: LONG BRANCH, CITY OF

Citation of Statute(s) Authorizing Project: 49 USC 5309 - Bus and Bus Facilities (FY2006 forward)

Estimated Total Eligible Cost (in U.S. Dollars): \$2,215,400

Maximum FTA Amount Awarded [Including All Amendments] (in U.S. Dollars): \$1,772,320

Amount of This FTA Award (in U.S. Dollars): \$1,772,320

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Project Certification Date: 8/27/2010

Project Description:

LB Ferry Service

The Project Description includes information describing the Project within the Project Application submitted to FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Please note that no drawdowns may take place against this grant until such time as all open findings from the July 15-16, 2010 City of Long Branch Triennial Review have been closed.

Awarded By:
Mr. Anthony G Carr

Deputy Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
09/23/2010

EXECUTION OF GRANT AGREEMENT

The Grantee, by executing this Grant Agreement, affirms this FTA Award; adopts and ratifies all statements, representations, warranties, covenants, and materials it has submitted to FTA; consents to this FTA Award; and agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:
Howard Woolley
City Administrator
LONG BRANCH, CITY OF
08/03/2011

From: [Hofler, Martin](#)
To: ["Robert Goodman"](#); ["Howard Woolley"](#)
Cc: [Luperena, Rosaria \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Magnuson, Amy](#); [Ludwig, Ann](#)
Subject: RE: Long Branch Pier
Date: Friday, July 22, 2016 10:17:37 AM
Attachments: [image002.png](#)
[image009.png](#)

Dear Mr. Goodman and Mr. Woolley:

The NJTPA has received the confirmation email issued by FTA for the Long Branch Pier project. As such, the NJTPA Project Prioritization Committee will consider to endorse an amendment of the Transportation Improvement Program on August 15 and the Board of Trustees will consider approval on September 19.

I will contact you on Monday, October 10 to notify you of the exact date the funding will be available.

Do not hesitate to contact me should you have any questions.

Martin A. Hofler

Director

NJTPA Div. of Capital Programming

One Newark Center

Newark, NJ 07102

973.639.8405 (office)/973.639.1953 (fax)

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, July 21, 2016 5:45 PM
To: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Hofler, Martin <Hofler@njtpa.org>
Cc: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Subject: Re: Long Branch Pier

Team,

Thanks for your prompt assistance regarding this matter. It is deeply appreciated.

Best regards,



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2044 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2044

From: Burns, Donald (FTA) <Donald.Burns@dot.gov>
Sent: Thursday, July 21, 2016 5:09:55 PM
To: Hofler, Martin
Cc: Robert Goodman; Luperena, Rosaria (FTA)
Subject: RE: Long Branch Pier

Hi Martin,

The City of Long Branch will come to you for an amendment for \$1,772,320 for the pier project. Robert Goodman of Long Branch, who is copied on this message, will be reaching out to you. Please contact me if you have any questions.

Donald-

Donald Burns, AICP
USDOT FTA Region 2
One Bowling Green, Room 428
New York, NY 10004
Ph: 212-668-2203
Fx: 212-668-2136
Email: Donald.Burns@dot.gov
<https://www.transit.dot.gov/>



From: [Robert Goodman](#)
To: [Hofler, Martin](#); [Howard Woolley](#)
Cc: [Luperena, Rosaria \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Magnuson, Amy](#); [Ludwig, Ann](#)
Subject: Re: Long Branch Pier
Date: Friday, July 22, 2016 10:35:52 AM
Attachments: [image002.png](#)
[image009.png](#)

Martin,

Thank you for the advisory on proceedings. I will mark these milestones in the team project calendar to assist in our planning.

If there is any issues in this timeframe, please advise at your earliest convenience.

Thanks again for your prompt assistance in this matter.

Best regards,



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2044 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2044

From: Hofler, Martin <Hofler@njtpa.org>
Sent: Friday, July 22, 2016 10:17:08 AM
To: Robert Goodman; Howard Woolley
Cc: Luperena, Rosaria (FTA); Burns, Donald (FTA); Magnuson, Amy; Ludwig, Ann
Subject: RE: Long Branch Pier

Dear Mr. Goodman and Mr. Woolley:

The NJTPA has received the confirmation email issued by FTA for the Long Branch Pier project. As such, the NJTPA Project Prioritization Committee will consider to endorse an amendment of the Transportation Improvement Program on August 15 and the Board of Trustees will consider approval on September 19.

I will contact you on Monday, October 10 to notify you of the exact date the funding will be available.

Do not hesitate to contact me should you have any questions.

Martin A. Hofler

Director

NJTPA Div. of Capital Programming

One Newark Center

Newark, NJ 07102

973.639.8405 (office)/973.639.1953 (fax)

From: Robert Goodman [mailto:rgoodman@longbranch.org]

Sent: Thursday, July 21, 2016 5:45 PM

To: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Hofler, Martin <Hofler@njtpa.org>

Cc: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Subject: Re: Long Branch Pier

Team,

Thanks for your prompt assistance regarding this matter. It is deeply appreciated.

Best regards,



Robert Goodman

Assistant Director

Office of Community and Economic Development

CITY OF LONG BRANCH

344 BROADWAY

LONG BRANCH, NEW JERSEY 07740

EMAIL: rgoodman@longbranch.org

732-923-2044 (o)

732-229-2800 (m)

732-263-0218 (f)

Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2044

From: Burns, Donald (FTA) <Donald.Burns@dot.gov>

Sent: Thursday, July 21, 2016 5:09:55 PM

To: Hofler, Martin

Cc: Robert Goodman; Luperena, Rosaria (FTA)

Subject: RE: Long Branch Pier

Hi Martin,

The City of Long Branch will come to you for an amendment for \$1,772,320 for the pier project. Robert Goodman of Long Branch, who is copied on this message, will be reaching out to you. Please contact me if you have any questions.

Donald-

Donald Burns, AICP

USDOT FTA Region 2

One Bowling Green, Room 428

New York, NY 10004

Ph: 212-668-2203

Fx: 212-668-2136

Email: Donald.Burns@dot.gov

<https://www.transit.dot.gov/>



From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Subject: FW: NJTPA Meeting Minutes: 10/4/16 Veto Date: 10/19/16
Date: Monday, November 07, 2016 9:19:34 AM

FYI.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Monday, November 07, 2016 9:15 AM
To: Luperena, Rosaria (FTA)
Subject: Fw: NJTPA Meeting Minutes: 10/4/16 Veto Date: 10/19/16

Rosie,

As discussed.

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Critelli, Dominick <Dominick.Critelli@dot.nj.gov>
Sent: Friday, November 4, 2016 12:51 PM
To: Clifton, Genevieve
Cc: Robert Goodman; Hofler, Martin
Subject: RE: NJTPA Meeting Minutes: 10/4/16 Veto Date: 10/19/16

G:
See below, (more) FYI.
DC
Dominick Critelli
Manager

Local Aid District 3
Division of Local Aid and Economic Development
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625-0600

Local Aid District 3 Office Telephone: (609) 530-5271

Local Aid District 3 Office Fax: (609) 530-8044

Email: dominick.critelli@dot.nj.gov

URL for Local Aid and Economic Development:
<http://www.state.nj.us/transportation/business/localaid/>



PRIVILEGED AND CONFIDENTIAL

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From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Friday, November 04, 2016 12:50 PM

To: Hofler, Martin

Cc: Chamberlain, Eve ; Ameen, Mary; Magnuson, Amy ; Howard Woolley; Ludwig, Ann; Critelli, Dominick

Subject: RE: NJTPA Meeting Minutes: 10/4/16 Veto Date: 10/19/16

Martin,

This surprising news. Please advise of reason and any guidance on how to mitigate. I will reach out to our contacts at the FTA as well.

Robert

Sent from my Verizon 4G LTE Droid

On Nov 4, 2016 12:37 PM, "Hofler, Martin" <Hofler@njtpa.org> wrote:

Robert,

I have just been informed that the Long Branch Ferry IP amendment has been rejected by USDOT. I am attempting to obtain the reasons for the rejection.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953
Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Hofler, Martin
Sent: Thursday, October 20, 2016 10:05 AM
To: 'Robert Goodman' <rgoodman@longbranch.org>
Cc: Critelli, Dominick <Dominick.Critelli@dot.nj.gov>; Chamberlain, Eve <echamberlain@njtpa.org>; Ludwig, Ann <aludwig@njtpa.org>
Subject: RE: NJTPA Meeting Minutes: 10/4/16 Veto Date: 10/19/16

Robert, good morning!

This email is to confirm that the Long Branch Ferry project has been amended into the current STIP/TIP. We look forward to working with you and Dominick's staff in developing the plans for the Long Branch Ferry Terminal.

Do not hesitate to contact me should you have any questions or require additional information.

Martin A. Hofler

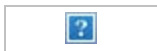
Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Thursday, October 20, 2016 9:25 AM
To: Hofler, Martin <Hofler@njtpa.org>
Cc: Critelli, Dominick <Dominick.Critelli@dot.nj.gov>; Chamberlain, Eve <echamberlain@njtpa.org>; Ludwig, Ann <aludwig@njtpa.org>
Subject: Re: NJTPA Meeting Minutes: 10/4/16 Veto Date: 10/19/16

Good morning, Martin,

We're updating our plans and wish to understand if the Long Branch Ferry project has been fully approved and placed on the State Transportation Improvement Plan (STIP).

From: [Hofler, Martin](#)
To: [Robert Goodman](#)
Cc: [hwoolley.longbranch.org](#); [Ameen, Mary](#); [Burns, Donald \(ETA\)](#); [LMillan@njtransit.com](#); [Chamberlain, Eve](#); [aludwig@njtpa.org](#); [LMillan@njtransit.com](#); [Magnuson, Amy](#); [JColangelo-bryan@njtransit.com](#); [Vari, James](#)
Subject: FW: eSTIP approvals
Date: Friday, November 11, 2016 10:32:21 AM
Attachments: [image003.png](#)

Robert, good morning:

The technical corrections have been made in the eSTIP and the project is now in the Transportation Improvement Program. Since the funding source is Section 5309, the next step is for the NJTPA to schedule a kick-off meeting with the City of Long Branch and NJ TRANSIT representatives. Eve Chamberlain of my staff will be in touch with you to solicit meeting available meeting dates.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Chamberlain, Eve
Sent: Thursday, November 10, 2016 10:03 AM
To: Vari, James <James.Vari@dot.nj.gov>; JAdam@njtransit.com
Cc: Ludwig, Ann <aludwig@njtpa.org>; Hofler, Martin <Hofler@njtpa.org>
Subject: eSTIP approvals

The following revisions to the TIP/STIP have been approved via the eSTIP:

06314	2016-11-08 11:07:33.0		Long Branch Pier and Ferry Terminal	NJTPA	Monmouth	NJTPA		
13316	2016-11-10 09:58:50.0	133160	Route 46, Canfield Avenue	NJTPA	Morris	CPM Project Management		
94071A	2016-11-10 09:57:45.0	001010	Route 72, East Road	NJTPA	Ocean	CPM Project Management		
T908	2016-11-10 10:00:21.0		Hoboken Long Slip Flood Protection Project		Hudson			
T909	2016-11-10 09:59:50.0		NJ TRANSIT Raritan River Drawbridge Replacement Project		Middlesex			
X30	2016-11-02 08:52:17.0		Planning and Research, Federal-Aid	Statewide	Various	Planning/SPR		

Eve Chamberlain

Principal Planner, Capital Programming

973-639-8421

North Jersey Transportation Planning Authority, Inc

One Newark Center, 17th floor

Newark, New Jersey 07102

From: LMillan@njtransit.com
To: rgoodman@longbranch.org; Hofler@njtpa.org
Cc: mameen@njtpa.org; [Burns, Donald \(FTA\)](#); echamberlain@njtpa.org; aludwig@njtpa.org; amagnuson@njtpa.org; JColangelo-bryan@njtransit.com; James.Vari@dot.nj.gov; khayes@longbranch.org
Subject: RE: eSTIP approvals
Date: Monday, November 14, 2016 10:15:57 AM
Attachments: [image003.png](#)

Martin:

It would be helpful if you could let me know what is going to be discussed at this meeting, and specifically what NJT expertise is needed, so I can try to arrange to have the appropriate NJT personnel in the room. Thanks.

Lou

----- Original message -----

From: Robert Goodman

Date: 11/14/2016 9:32 AM (GMT-05:00)

To: "Hofler, Martin"

Cc: "Ameen, Mary" , Donald.Burns@dot.gov, "Millan, Louis (CPLNLXM)" , "Chamberlain, Eve" , "Ludwig, Ann" , "Millan, Louis (CPLNLXM)" , "Magnuson, Amy" , "Colangelo-Bryan, Jeremy C. (CPLNJCB)" , "Vari, James" , "Kevin Hayes, Director-Bldg & Dev."

Subject: Re: eSTIP approvals

Martin,

Thanks for providing, as discussed, the revisions in eSTIP to include the Long Branch Pier project as part of the NJTPA's planning process.

Please advise at your earliest convenience when we may plan a kick-off meeting. Design work is already underway, but would like us to work in compliance with NJTPA practice as soon as possible.

I will be attending the League of Municipalities this week and then have Triennial Review Workshop with the FTA the following week. I would recommend a joint meeting time in early December.

Again, many thanks for you and your team's support for this project.

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Hofler, Martin <Hofler@njtpa.org>
Sent: Friday, November 11, 2016 10:31:48 AM
To: Robert Goodman
Cc: Howard Woolley; Ameen, Mary; Donald.Burns@dot.gov; LMillan@njtransit.com; Chamberlain, Eve; Ludwig, Ann; LMillan@njtransit.com; Magnuson, Amy; JColangelo-bryan@njtransit.com; Vari, James
Subject: FW: eSTIP approvals

Robert, good morning:

The technical corrections have been made in the eSTIP and the project is now in the Transportation Improvement Program. Since the funding source is Section 5309, the next step is for the NJTPA to schedule a kick-off meeting with the City of Long Branch and NJ TRANSIT representatives. Eve Chamberlain of my staff will be in touch with you to solicit meeting available meeting dates.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Chamberlain, Eve
Sent: Thursday, November 10, 2016 10:03 AM
To: Vari, James <James.Vari@dot.nj.gov>; JAdam@njtransit.com
Cc: Ludwig, Ann <aludwig@njtpa.org>; Hofler, Martin <Hofler@njtpa.org>
Subject: eSTIP approvals

The following revisions to the TIP/STIP have been approved via the eSTIP:

06314	2016-11-08 11:07:33.0		Long Branch Pier and Ferry Terminal	NJTPA	Monmouth	NJTPA		
13316	2016-11-10 09:58:50.0	133160	Route 46, Canfield Avenue	NJTPA	Morris	CPM Project Management		
94071A	2016-11-10 09:57:45.0	001010	Route 72, East Road	NJTPA	Ocean	CPM Project Management		
T908	2016-11-10 10:00:21.0		Hoboken Long Slip Flood Protection Project		Hudson			
T909	2016-11-10 09:59:50.0		NJ TRANSIT Raritan River Drawbridge Replacement Project		Middlesex			
X30	2016-11-02 08:52:17.0		Planning and Research, Federal-Aid	Statewide	Various	Planning/SPR		

Eve Chamberlain

Principal Planner, Capital Programming

973-639-8421

North Jersey Transportation Planning Authority, Inc

One Newark Center, 17th floor

Newark, New Jersey 07102

From: [Robert Goodman](#)
To: [Hofler, Martin](#)
Cc: [Ameen, Mary](#); [Burns, Donald \(FTA\)](#); LMillan@njtransit.com; Chamberlain, Eve; aludwig@njtpa.org; LMillan@njtransit.com; Magnuson, Amy; JColangelo-bryan@njtransit.com; Vari, James; [Kevin Hayes, Director-Bldg & Dev](mailto:Kevin.Hayes@njtpa.org)
Subject: Re: eSTIP approvals
Date: Monday, November 14, 2016 9:33:02 AM
Attachments: [image003.png](#)

Martin,

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Again, many thanks for you and your team's support for this project.

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Office of Community and Economic Development

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James

Subject: FW: eSTIP approvals

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Eve Chamberlain

Principal Planner, Capital Programming

973-639-8421

North Jersey Transportation Planning Authority, Inc

One Newark Center, 17th floor

Newark, New Jersey 07102

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Long Branch Pier Project
Date: Monday, November 14, 2016 10:10:39 AM
Attachments: [image003.png](#)

FYI.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Monday, November 14, 2016 9:38 AM
To: Luperena, Rosaria (FTA)
Subject: Long Branch Pier Project

Rosie,

I believe all the issues regarding the status of the Long Branch Pier Project have been resolved.

At your convenience, please feel free to review our application for approval.

Please advise if it needs any further clarification or revision to make it a successful application.

As always, if there are any concerns, please advise at your earliest convenience.

Thanks!

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

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City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

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Sent: Friday, November 11, 2016 10:31 AM

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Cc: Howard Woolley; Ameen, Mary; Donald.Burns@dot.gov; LMillan@njtransit.com; Chamberlain, Eve; Ludwig, Ann; LMillan@njtransit.com; Magnuson, Amy; JColangelo-bryan@njtransit.com; Vari, James

Subject: FW: eSTIP approvals

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Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

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Subject: eSTIP approvals

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X30	2016-11-02 08:52:17.0		Planning and Research, Federal-Aid	Statewide	Various	Planning/SPR		

Eve Chamberlain

Principal Planner, Capital Programming
973-639-8421
North Jersey Transportation Planning Authority, Inc
One Newark Center, 17th floor
Newark, New Jersey 07102

From: [Luperena, Rosaria \(FTA\)](#)
To: [B, ms, Donald \(FTA\)](#)
Subject: FW: City of Long Branch 3127-2016-1.docx
Date: Wednesday, December 07, 2016 12:21:08 PM
Attachments: [image002.jpg](#)

Donald

Is Robert's response below answer your concern? Thanks.

Rosie,

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, December 07, 2016 11:55 AM
To: Luperena, Rosaria (FTA)
Subject: Re: City of Long Branch 3127-2016-1.docx

Rosie,

If I understand the concern correctly, it is an inquiry as to whether the scope of planning has changed between NJ-04-0026-00 and NJ-04-0034-00. My intended response is

"Note: Work product delivered under NJ-04-0026-00 indicated an initial cost estimate of \$150,000,000. This recommended design configuration was far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the work project. Grant monies allocated for NJ-04-0034-00 has not changed the scope of planning work envisioned for this project, but will likely result in a change of design magnitude that will be economically feasible."

If you find this acceptable, I will insert into the application summary immediately.

Thanks for reviewing.

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org
732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Wednesday, December 7, 2016 11:29:46 AM
To: Robert Goodman
Subject: RE: City of Long Branch 3127-2016-1.docx

Hey Robert

No worries. See screenshot below.

Rosie

DB Comments - 3127-2016-1.docx [Read-Only] - Microsoft Word

File Home Insert Page Layout References Mailings Review View Acrobat SecureZIP Design Layout

Font Paragraph Styles Editing

Union Name: TRANSPORT WORKER'S UNION-LOCAL 225

Address 1: 10 nBanta Place

Address 2: Room 107

City: Hackensack

State: New Jersey

Zipcode: 07601

Contact Name: Carlos Padilla

Telephone: 201-343-94

Fax: 201-343-94

E-mail: twu225@aol.com

Website:

Part 2: Application Information

Title: Long Branch Pier and Ferry Terminal

FAIN	Application Status	Application Type	Date Created	Last Updated Date	From TEAM?
3127-2016-1	In-Progress	Grant	5/4/2016	5/4/2016	No

Application Executive Summary

FY 2008/2009 Section 5309 funds which was originally awarded under FTA grant NJ-04-0034-00 (see attached). The City will conduct further engineering and planning which was originally funded and begun under NJ-04-0026-00. Earmark ID numbers: E2008-BUSP-0389 and E2009-BUSP-566.

Comment [DB1]: For what purpose?

Comment [DB2]: Did the scope change from the original grant application?

Page: 3 of 8 | Words: 1,596 | 120%

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, December 07, 2016 11:26 AM
To: Luperena, Rosaria (FTA)
Subject: Re: City of Long Branch 3127-2016-1.docx

Rosie

Forgive me in advance if I am somehow being obtuse... 😊

I've looked over the attached application copy and could not find any comments that differed from the online application.

Can you provide a marked up copy or list of changes needed? I will take care of them today.

Thanks!

Best regards

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director Office of Community and Economic Development
732-923-2041

From: Luperena Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Wednesday, December 7, 2016 7:38:24 AM
To: Robert Goodman
Subject: City of Long Branch 3127-2016-1.docx

Good morning Robert

Please revise based on comments. We're almost to the finish line.

Thanks.

Rosie.

Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185
rosaria.luperena@dot.gov

Earmark ID	State	Project name	Alloc. Amount	Notes	Unreserved Balance	Unreserved Bal. Date	Lapse Year	Last Update Date
E2009-BUSP-566	NJ	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and other destin	\$902,880		\$902,880	4/27/2009	2012	4/27/2009
E2008-BUSP-0389	NJ	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and ot	\$869,440	Name changed per FY 2008 SAFETEA-LU Technical Corrections bill from Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$869,440	1/28/2008	2011	6/30/2008 14:44
E2007-BUSP-0390	NJ	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$802,560		\$0	9/25/2008 13:59	2009	2/19/2009 16:10
E2006-BUSP-656	NJ	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$761,429	Rec 1% applied. To be flexed to NJDOT Ferry	\$0	9/25/2008 13:59	2008	5/24/2006 16:52
TOTAL			\$3,336,309		\$1,772,320			

* Source - TEAM Earmark Information

REGULATORY: PERMIT Strategy

© 2017, TDG

2016 Evaluation of Permitting Process

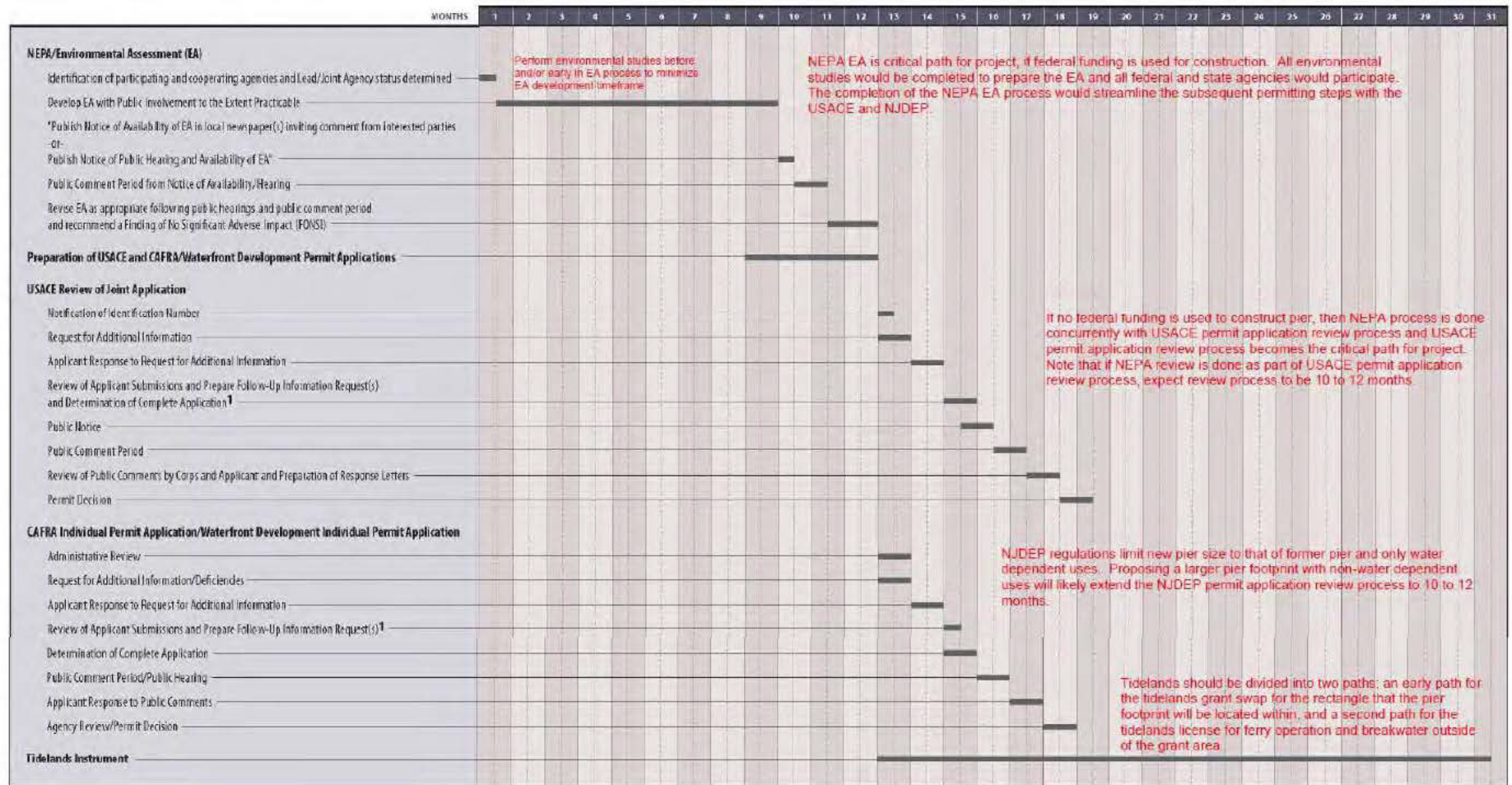


Figure 2K-1: Permitting Schedule

TASK 2K - ENVIRONMENTAL APPROVAL & PROJECT PERMITTING ACTION PLAN



AKRF
Bermello Ajamil & Partners Architects
Cook + Fox Architects

Horton Lees Brogden
Jaros Baum & Bolles
MKW + Associates

Section 2K - 8
Conceptual Design

LONG BRANCH PIER
& FERRY TERMINAL

From: [Luperena, Rosaria \(FTA\)](#)
To: [Ward, Cyrenthia \(FTA\)](#); [Burns, Donald \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Clarification of Long Branch Pier/Ferry Terminal status
Date: Wednesday, February 15, 2017 8:47:17 AM

Good morning,

Can you please assist and/or advise. Thank you.

Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, February 15, 2017 8:19 AM
To: Luperena, Rosaria (FTA)
Subject: Clarification of Long Branch Pier/Ferry Terminal status

Rosie,

One of our team members received the email message below from our contacts in the county engineering department.

As you are aware, we are already working in the Preliminary Engineering phase and as our project plan submitted into TrAMS shows, is well into the design phase of the project.

I am unsure how to respond to the email message below and am asking clarification from your office on the status of our project.

Any information you can bring to light would be deeply appreciated.

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
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LONG BRANCH, NEW JERSEY 07740
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732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

=====

From: Englehart, Inkyung [<mailto:Inkyung.Englehart@co.monmouth.nj.us>]
Sent: Monday, February 13, 2017 5:40 PM
To: Carl Turner
Cc: Kevin Hayes, Director-Bldg & Dev.; Ettore, Joseph
Subject: Long Branch Pier and Ferry Terminal

Carl,

Thank you for speaking with me earlier today.

To follow up on our conversation, please find attached the information that the "Long Branch Pier and Ferry Terminal" project (DBNUM: 06314) is programmed to be authorized for the Preliminary Engineering (PE) phase by end of fiscal year 2017. Also attached is the current TIP sheet of the project.

As discussed, it means that the PE phase is programmed to be authorized/awarded by September 2017 and once authorized, the project would be able to proceed with the PE phase work beyond 2017. If the project does not appear to be on schedule for PE phase authorization by September 2017, kindly consider coordinating reprogramming the PE phase work to FY2018 with your agency contacts.

Thank you and please contact me with any questions.

Inkyung

Monmouth County
Division of Engineering & Traffic Safety
732.431.7760 ext. 3643

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#); [Ward, Cyrenthia \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Clarification of Long Branch Pier/Ferry Terminal status
Date: Wednesday, February 15, 2017 10:56:52 AM
Attachments: [20170215 - LB Pier-Ferry Terminal - Permit Strategy.pdf](#)

FYI.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, February 15, 2017 9:38 AM
To: Luperena, Rosaria (FTA)
Subject: Re: Clarification of Long Branch Pier/Ferry Terminal status

Rosie,

Thanks for your prompt attention to this matter. Although I am still unsure of the impact of the message discussed, I do appreciate yourself, Don and Darreyl's prompt response. I can imagine that Don and others may wish to consult with their contacts in the NJ-DOT/NJTPA community before assessing the impact.

As discussed, find attached a Regulatory Permit Strategy that initially had been developed by McLaren Engineering Group (MEG). They were the first design group that had contracted with the City of Long Branch for an initial Pier/Ferry Terminal design.

The comments in red are from our current design group seeking validation on the approach for regulatory approval.

As noted, our office is in communication with the NJ-DOT Office of Maritime Resources (OMR) who have two tranches of funding to assist in permitting process.

Please feel free to contact me at any time if you need additional information for moving our project forward.

Thanks!

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

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EMAIL: rgoodman@longbranch.org

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732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Robert Goodman
Sent: Wednesday, February 15, 2017 8:18:54 AM
To: Rosaria Luperena (FTA)
Subject: Clarification of Long Branch Pier/Ferry Terminal status

Rosie,

One of our team members received the email message below from our contacts in the county engineering department.

As you are aware, we are already working in the Preliminary Engineering phase and as our project plan submitted into TrAMS shows, is well into the design phase of the project.

I am unsure how to respond to the email message below and am asking clarification from your office on the status of our project.

Any information you can bring to light would be deeply appreciated.

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Robert Goodman

City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

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Sent: Monday, February 13, 2017 5:40 PM
To: Carl Turner
Cc: Kevin Hayes, Director-Bldg & Dev.; Ettore, Joseph
Subject: Long Branch Pier and Ferry Terminal

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Monmouth County
Division of Engineering & Traffic Safety
732.431.7760 ext. 3643



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

November 23, 2015

Howard Woolley
City Administrator
City of Long Branch
344 Broadway
Long Branch, NY 07740

Re: NJ-04-0026-00 – Subject to Closeout

Dear Mr. Woolley:

The Federal Transit Administration (FTA) is responsible for ensuring that the transit projects we finance are implemented expediently. To this end, we annually review grants that have been awarded three or more years prior to the beginning of each fiscal year and have not had a disbursement of funds in twelve or more months prior to the beginning of the fiscal year. Your grant, NJ-04-0026-00 met our criteria for inactivity. We are concerned that City of Long Branch has made insufficient progress in bringing the projects funded in NJ-04-0026-00 to completion.

Section 12 of FTA's current master agreement, (Right of the Federal Government to Terminate) states:

The Recipient agrees that:

a. Justification. After providing written notice to the Recipient, the Federal Government may suspend, suspend then terminate, or terminate all or any part of the Federal funding awarded for the Project if:

- 1) The Recipient has violated the Underlying Agreement or this Master Agreement, especially if that violation would endanger substantial performance of the Project,
- 2) The Recipient has failed to make reasonable progress implementing the Project, or
- 3) The Federal Government determines that continuing to provide Federal funding for the Project does not adequately serve the purposes of the law authorizing the Project.

In the case of City of Long Branch, FTA awarded \$1,563,989 in NJ-04-0026-00 on September 25, 2008 and the last disbursement for \$323,973 was drawn down on June 4, 2014.

Based on the above information, as well as information contained in your milestone progress reports submitted to us since the grant was awarded, we have concluded that City of Long Branch has failed to make reasonable progress on the projects funded in the grant and we

NJ-04-0026-00 – Subject to Closeout
Page 2 of 2

intend to close this grant no later than December 10, 2015.

However, we will consider holding this grant open if City of Long Branch can provide evidence that the projects funded in this grant are active. This evidence must include:

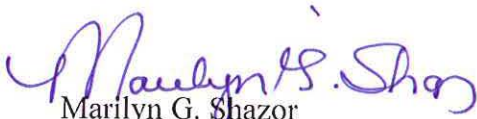
- 1) A schedule for completing the project funded by the grant that shows specific and significant activities to be completed in FY 2015.
- 2) A schedule of draw-downs planned for this grant that includes significant draw-downs in FY 2015.

Once we receive this information from you, FTA will review it to determine whether the action plan demonstrates significant progress towards project completion and inform you of our decision in writing.

Please provide a response to our request no later than 30 days after the date of this letter. If we do not receive a response to this letter, we will close NJ-04-0026-00 0 without further delay.

If you have any questions, please contact Darreyl Davis at 212-668-2186 or via email at darreyl.davis@dot.gov or Rosie Luperena at 212-668-2185 or via email at rosaria.luperena@dot.gov.

Thank you,


Marilyn G. Shazor
Regional Administrator

Enclosure

cc: Darreyl D. Davis, FTA Region 2 (via email)
Rosie Luperena, FTA Region 2 (via email)
Howard Woolley, City of Long Branch (via email)



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

January 11, 2016

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: NJ-04-0026-00 - Subject to Closeout
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

This letter is in response to your letter dated November 23, 2015, regarding the closeout of grant number NJ040026. We respectfully request that the subject grant not be closed out so that the City of Long Branch may complete this much needed project. We have also included grant number NJ040034 in the proposed Phase II since this grant also funds the completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.



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The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

Grant NJ-04-0026-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Begin Preliminary Design	Feb. 10, 2016
Review/Assess Phase 1 Preliminary Design Findings/Assumptions	March 31, 2016

Advance Preliminary Design/Engineering	July 31, 2016
Contract Complete with Respect to Grant NJ04002600 Funds	August 15, 2016
Grant Closeout	August 31, 2016

PROJECT ADMINISTRATION

Grant NJ-04-0026-00

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
First Project Admin Expense	March 1, 2016
Last Project Admin Expense	Aug., 15, 2016
Contract Completion	Aug. 15, 2016
Grant Closeout	Aug. 31, 2016

Grant NJ-04-0034-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016

Commence from Preliminary Design Advancement from Grant NJ04002600	July 31, 2016
Begin Public Outreach	Aug. 31, 2016
Refine Engineering/Concept Designs	Nov. 30, 2016
Stakeholder Refinement of Preliminary Engineering/Concept Designs	Jan. 31, 2017
30% Complete Prelim Design	March 31, 2017
60% Complete Prelim Design	June 30, 2017
Complete Draft Conceptual Design Report	Aug. 31, 2017
Release Request for Expression of Interest (RFEI) For Public-Private Partnership	Oct. 1, 2017
Review/Evaluate Responses to RFEI	Nov. 30, 2017
Negotiate Public-Private Partnership to Advance/Fund Final Design	Jan. 31, 2018
Finalize Conceptual Design Report (100% Complete Preliminary Design)	March 31, 2018
Complete Public Outreach	April 30, 2018
Enter Public-Private Contract to Advance/Fund Final Design	May 31, 2018
Presentation to City	June 1, 2018
Contract Complete	June 1, 2018
Grant Closeout	June 30, 2018

PROJECT ADMINISTRATION

Grant NJ-04-0034-00

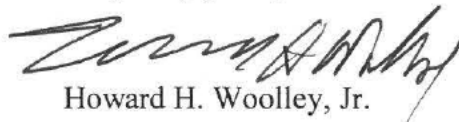
	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	Aug. 31, 2016
	Last Project Admin Expense	June 1, 2018
	Contract Completion	June 1, 2018
	Grant Closeout	June 30, 2018

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

If you have any further questions or need additional information please contact me at 732-571-5645 or email hwoolley@longbranch.org.

Very truly yours,



Howard H. Woolley, Jr.

Business Administrator

cc: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone
Darreyl Davis, FTA
Rosie Luperena, FTA

From: [Robert Goodman](#)
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Robert Beckelman](#); [Ralph Basile](#)
Subject: Pier Project: Briefing on NJTPA Concerns for EA/EIS as part of Design Project for Pier/Ferry Terminal
Date: Monday, October 02, 2017 1:33:54 PM
Attachments: [20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)

<!--[if lte mso 15 || CheckWebRef]-->

Robert Goodman has shared a OneDrive for Business file with you. To view it, click the link below.

 [20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)

.....

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Rosie,

As discussed, I've prepared a concise briefing regarding NJTPA's concerns regarding the initiation of a EA/EIS for the City of Long Branch Pier/Ferry Terminal design project. As the FTA is aware, the design work has been going on for years and we are very close to a final physical and program design for the project.

It is our intention to address all matters of environmental assessment and permitting as part of the overall project.

Please review the attached and let's look for an opportunity to discuss at your earliest convenience.

Thanks!

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Pier Project: Briefing on NJTPA Concerns for EA/EIS as part of Design Project for Pier/Ferry Terminal
Date: Tuesday, October 03, 2017 7:52:10 AM
Attachments: [20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)
[image00001.png](#)

<!--[if lte mso 15 || CheckWebRef]-->

Luperena, Rosaria (FTA) has shared a OneDrive for Business file with you. To view it, click the link below.



[20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)

<!--[endif]-->

Hey Donald,

If you want to have a quick chat and quick call with Robert, let me know. Thanks. Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Monday, October 02, 2017 1:34 PM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>
Subject: Pier Project: Briefing on NJTPA Concerns for EA/EIS as part of Design Project for Pier/Ferry Terminal

Rosie,

As discussed, I've prepared a concise briefing regarding NJTPA's concerns regarding the initiation of a EA/EIS for the City of Long Branch Pier/Ferry Terminal design project. As the FTA is aware, the design work has been going on for years and we are very close to a final physical and program design for the project.

It is our intention to address all matters of environmental assessment and permitting as part of the overall project.

Please review the attached and let's look for an opportunity to discuss at your earliest convenience.

Thanks!

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

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732-229-2800 (m)
732-263-0218 (f)

Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Subject: FW: Pier Project: Suggested Meeting times for Teleconference
Date: Tuesday, October 10, 2017 9:33:54 AM
Attachments: [image001.png](#)

Hi Donald,

I have a TRAMS call tomorrow at 1pm, so I guess October 17th is it. Is that good for you?

Thx. Rosie.

From: Hofler, Martin [<mailto:Hofler@njtpa.org>]
Sent: Friday, October 06, 2017 11:15 AM
To: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Chamberlain, Eve <echamberlain@njtpa.org>
Subject: FW: Pier Project: Suggested Meeting times for Teleconference

To all:

I am available on the following dates and times:

Wednesday, October 11th at 1:30 pm

Tuesday, October 17th at 2:00 pm

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Friday, October 06, 2017 11:10 AM
To: Hofler, Martin <Hofler@njtpa.org>; Chamberlain, Eve <echamberlain@njtpa.org>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Rosaria Luperena (FTA) <rosaria.luperena@dot.gov>
Cc: Ralph Basile <rbasile@vantagepointredm.com>; Robert Beckelman <rbeckelman@greenbaumlaw.com>
Subject: Pier Project: Suggested Meeting times for Teleconference

Team,

I have these openings in my calendar next week:

Wednesday, October 11th at 1:30 pm

Friday, October 13th at 1:30 pm

Tuesday, October 17th at 2:00 pm

Please advise which times work best for you and your team members. Thanks!

Best regards,

***** - Please note new office number***



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Hofler, Martin](#)
To: [Robert Goodman](#); [Chamberlain, Eve](#); [Burns, Donald \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#)
Subject: FW: Conference Call: RE: Long Branch Ferry Terminal - Tuesday, October 17, 2017 @ 2:00p.m.
Date: Friday, October 13, 2017 11:50:38 AM
Attachments: [image004.png](#)
[image001.png](#)
Importance: High

To all:

Our conference call is confirmed for Tuesday, 17 October at 2:00. Do not hesitate to contact me should you have any questions or require additional information.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Westbrook-Coley, Fredicia
Sent: Friday, October 13, 2017 11:37 AM
To: Hofler, Martin <Hofler@njtpa.org>
Cc: Wodzinski, Debra <dwodzinski@njtpa.org>; Davis, Regina <rdavis@njtpa.org>; Newsome, Helen <hnewsome@njtpa.org>
Subject: RE: Conference Call: RE: Long Branch Ferry Terminal - Tuesday, October 17, 2017 @ 2:00p.m.
Importance: High

Hi Martin,

Please find below the access information needed for the **Long Branch Ferry Terminal** conference call scheduled for **Tuesday, October 17, 2017 @ 2:00p.m.**

HOST DIAL IN INFORMATION:

USA Toll-Free: 888-636-3807

ACCESS CODE: 5731312

**HOST
PASSWORD:**

8377

PARTICIPANT DIAL IN INFORMATION:

*** Toll-Free Number (in USA): 888-636-3807**

2. When prompted, enter the meeting access code: 5731312#

If you have any questions, please let me know.

Thank you,

Fredicia

Fredicia M. Westbrook-Coley
Administrative Support Coordinator
North Jersey Transportation Planning Authority (NJTPA)
One Newark Center, 17th Floor | Newark, NJ 07102
Tel: [973.639.8449](tel:973.639.8449) | Fax: [973.639.1953](tel:973.639.1953)
Email: fwcoley@njtpa.org | Web: www.njtpa.org





CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

October 27, 2014

Faye Ellison
Department of Transportation
Federal Transit Administration
1 Bowling Green
Room 429
New York, NY 10004

**Re: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034
City of Long Branch Pier and Ferry Terminal:
Status Update and Request for Consideration of Revised Scope**

Dear Ms. Ellison:

The following is submitted as discussed when representatives of the Federal Transit Administration ("FTA") and City of Long Branch (the "City") met in August 2014, to provide a comprehensive update as to the status of the above grants and the City's request for the FTA's consideration of a revised scope, as set forth in greater detail below.

In July 2008 the City submitted a budget request in order to seek assignment of a grant number to start the FTA funding application process. In this request, the City shared the findings of a third-party feasibility study it had commissioned earlier which indicated that the total cost of the pier/ferry terminal project was likely to be about \$64.4 million. The City's application was for funds that would be used for preliminary design and engineering of the pier/ferry terminal. The two grant numbers are NJ-04-0026 and NJ-04-0034 (the "Grants").

Phase 1

The FTA requires that the pier design work be divided into phases, with each phase completed among private industry parties. Shortly after receipt of the funds, the City prepared and issued a solicitation document for phase 1 design services, to which over a dozen private entities responded. A comprehensive proposal evaluation process was undertaken which resulted in the selection of a design team led by McLaren Engineering Group ("McLaren") in 2009. The contract scope of work was to advance design of the pier/ferry terminal through 100% schematic



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design. Also retained by the City, through a separate procurement, was the Skanska firm to prepare construction cost estimates as pier design evolved.

Completion of phase 1 design services was well underway but then delayed when the New Jersey Department of Environmental Protection (the“NJDEP”) raised a question concerning the City’s ownership of the underlying riparian rights, which are necessary to the right to perform the pier reconstruction. Additionally, the City’s redevelopment plans were formulated and a sector permit was issued by the State of New Jersey in 1996 in conjunction with NJDEP to assure consistency within State regulations, the Coastal Areas Facilities Review Act (“CAFRA”), and to facilitate an expeditious review process for proposed redevelopment projects such as the pier in Long Branch.

These approvals provided for the pier to be reconstructed within the historic footprint and configuration of the last pier. In phase 1, the City proposed a design that deviates from the historic footprint, which is necessary to facilitate the inclusion of a ferry, leading to the City and NJDEP becoming engaged in lengthy discussions for over a one-year period to secure a new riparian grant to allow the pier/ferry terminal to proceed.

The City ultimately obtained a conceptual or conditional approval from NJDEP sufficient to allow the City to resume pier design to expand the footprint and include a ferry terminal. However, due to this delay and the necessary use of some contract funds to address pier design arising from the riparian rights issue and to assure that the ferry component remained a part of the Pier design, only about 30-40% schematic design, not 100%, could be completed under the phase 1 contract.

Another detour occurred when the City needed to reevaluate and reconfirm the feasibility of the entire Pier program in conjunction with the ferry component. This further delayed progress on design for 3-4 months and also cut a little further into the contract funds.

Also, as a result of the phase 1 design and ancillary construction cost estimating work that was completed, the addition of more commercial space on the pier, and after public sector and then City Council input on pier design and functions, the projected cost of the pier increased to about \$160 million in 2013.

In December 2013, after the commencement of phase 2, described below, the City directed the phase 1 contractor, McLaren Engineering Group, to suspend work, closeout work activities and submit a final invoice. Although there still remained funds for phase 1 under the Grant NJ-04-0026, the decision was made to terminate the phase 1 services contract and proceed with phase 2. The rationale for this decision was due to the fact that any further work toward finalizing design performed by the phase 1 contractor may have to be redone in the event a different contractor was awarded the work for phase 2. The services were stopped at a natural break point.

Phase 2

In August 2013, the City issued a phase 2 Request for Qualifications/Proposal (RFQ/P) for a private entity to provide the next set of pier/ferry terminal design services, pursuant to applicable federal procurement rules and regulations. Three entities responded with proposal submissions, including McLaren. After the City's evaluation process was completed, the City Council selected the ARUP team and directed staff to initiate contract discussions. The phase 2 scope of work includes the completion of any necessary revisions to phase 1 work, completion of 100% schematic design, completion of 100% design development and completion of 50% construction documents.

In preparation for phase 2 contract negotiations, in early 2014 the City secured an independent cost estimate for these planned services. Given that the pier cost had risen, the independent estimate of phase 2 design services came in far greater than remaining funds available under the two FTA grants.

A meeting was then held in April 2014 with ARUP to initiate discussions regarding their proposed budget. In May 2014 ARUP submitted a fee proposal for phase 2 design services, which covered all planning, architectural, engineering and environmental services in the City's RFQ/P, except completion of an environmental impact study ("EIS"). The ARUP cost proposal was close to the independent cost estimate secured earlier by the City.

In May 2014 the City was contacted by FTA to ask why Grant NJ-04-0034 should not be closed out by FTA due to "inactivity." The City requested a meeting with FTA to address the aforementioned budget situation. Also in May 2014, an engineer with FTA experience was retained to work with the City's redevelopment advisory team and FTA to address the current contract budget situation.

Given the fact that the remaining funds available under NJ-04-0026 and the total funds under NJ-04-0034 (which the City had not yet used) were significantly insufficient to proceed to award a contract to ARUP, the City refrained from further action until receiving guidance from FTA.

A meeting with FTA occurred on August 21, 2014. FTA requested that a comprehensive and thorough update be provided in the City's next milestone report and advised that the City may propose a modified scope for completion of the phase 2 services, utilizing the remaining funds available under both grants. The City prepared and pinned on TEAM its latest milestone updates in October 2014, which included a comprehensive narrative similar to the substance of this letter. The City's revised scope of services is described below.

Revised Scope of Services

Task 1: Pier Commercial Spaces Program and Impact on Ferry Ridership.

Revisit the phase 1 pier program of commercial space allocations and decide which uses stay on the pier versus which uses are built landside instead, in order to maximize ferry ridership potential.

Deliverable 1: market and economic feasibility impact assessment on ferry ridership.

Task 2: Conceptual Design- Pier and Ferry Terminal.

Review the phase 1 schematic design and re-craft a new concept to reflect the findings in Task 1.

Deliverable 2: conceptual design drawings for the pier and ferry terminal.

Task 3: Cost Projections- Pier and Ferry Terminal.

Recalculate pier and ferry terminal cost consistent with the findings of Tasks 1 and 2.

Deliverable 3: cost projections for the pier and ferry terminal.

Task 4: Financial Feasibility – Pier and Ferry Terminal.

Make any necessary program adjustments and incorporate revised pier and ferry terminal cost projections to recalculate financial feasibility.

Deliverable 4: Financial feasibility assessment for the pier and ferry terminal.

Schedule

Deliverable 1: 1/15/2015

Deliverable 2: 2/15/2015

Deliverable 3: 3/15/2015

Deliverable 4: 5/15/2015

Budget Range

\$560,000-\$770,000

This revised Scope of Work involves a four-step review of selected initial schematic investigations undertaken and delivered in Phase 1. The primary focus of these exercises is for the ARUP team, particularly the designers and development economists, to ascertain ways to address the City's objectives without re-engineering the Pier designs. The City objectives remain:

1. Focus only on data describing the Shaped Scheme design alternative for the Pier;
2. Assume that the Pier is to be built within the riparian rights areas identified in City discussions with NJDEP/Tidelands;

3. Retain a ferry terminal operation on the Pier;
4. Increase the amount of space to be leased to private entities;
5. Review the amount and size of Pier spaces dedicated to public uses; and
6. Decrease the total development cost of the proposed Pier.

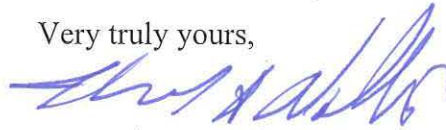
Phase 2 Procurement Status

The City has solicited a revised cost proposal from ARUP to meet the revised scope of services described above and is awaiting receipt of such cost proposal. Upon receipt of the proposal, subject to further direction from the FTA, the City will resume negotiations with ARUP pursuant to the federal procurement rules.

The City requests that the FTA review the foregoing and advise if the City may proceed with the revised scope as outlined above and herein. Please do not hesitate to contact me if you need anything further in connection with the evaluation of this matter or if you wish to discuss further.

Your assistance and attention concerning this matter is truly appreciated. We look forward to hearing from you.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Howard H. Woolley, Jr.", is written over the typed name.

Howard H. Woolley, Jr.
Business Administrator

From: [Robert Goodman](#)
To: [Burns, Donald \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#); [Hofler, Martin](#); [Chamberlain, Eve](#)
Subject: Pier Project: Access to current and historical project documents
Date: Friday, October 20, 2017 10:51:13 AM

Team,

In an effort to provide full access to current and historical project requirements regarding the City of Long Branch Pier/Ferry Terminal design efforts, I have provided this team with a link to all our documentation.

Please feel free to review as time and opportunity allow. If there are any questions, please advise at your earliest convenience.

https://longbranchnj-my.sharepoint.com/personal/rgoodman_longbranch_org/_layouts/15/guestaccess.aspx?folderid=078b909be07014b7c9cb06e330faf5d88&authkey=AQR_Z0qnn2FXhX4sDH8RZX0

Best regards,

***** - Please note new office number***



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

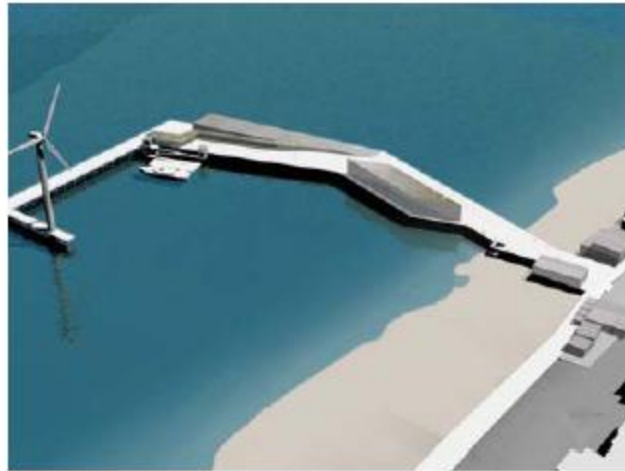
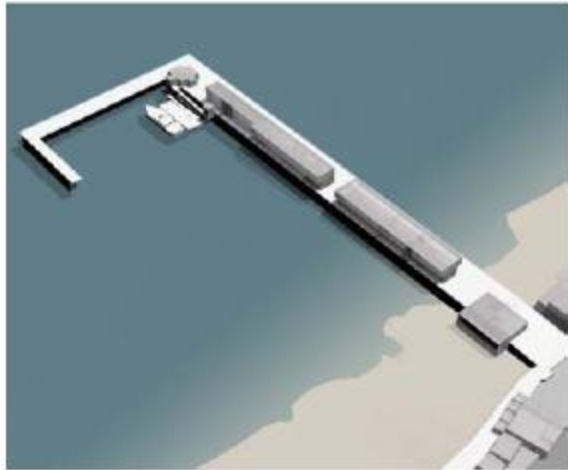
732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

Long Branch Pier

Economic Evaluation of Three Pier Concepts
Prepared for the City of Long Branch, New Jersey

Appendices



November 3, 2011

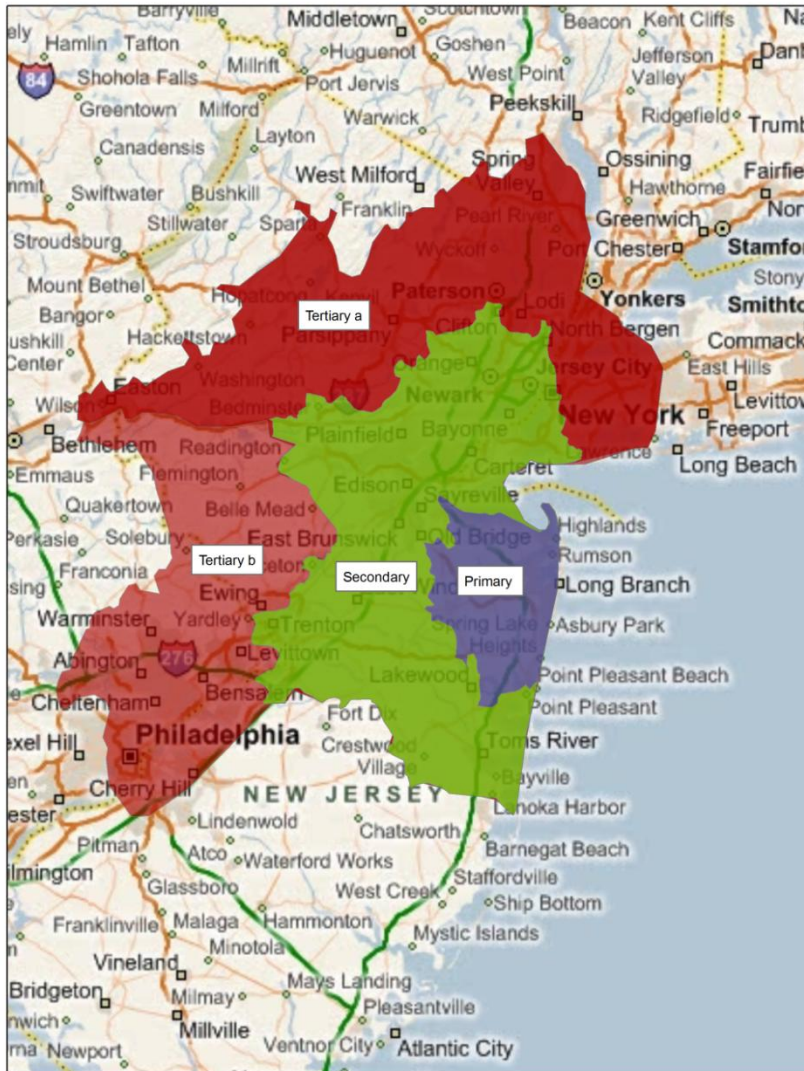
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DEMAND and SUPPLY ASSESSMENT

Trade Area Summary



- Primary Trade Area
 - 30-minute drive time
 - Includes most Monmouth County
- Secondary Trade Area
 - 60-minute drive time
 - Includes Union, Essex, Middlesex, Somerset, and Ocean Counties and Staten Island
- Tertiary Trade Area
 - 90-minute drive time
 - Includes New York City and Northern New Jersey (A)
 - Includes Philadelphia, Bucks, Mercer and Hunterdon Counties (B)

Trade Area Summary

Summary

	Primary TA	Secondary TA	Tertiary TA A	Tertiary TA B
Population	621,816	5,439,536	9,061,136	2,819,934
Households	232,148	2,013,047	3,315,233	1,081,465
Families	160,345	1,324,211	2,108,859	692,746
Average Household Size	2.6	2.6	2.7	2.5
Owner Occupied Housing Units	168,556	1,051,717	1,257,522	714,899
Renter Occupied Housing Units	63,592	961,330	2,057,711	366,566
Median Age	41	38	36	38

Trends: 2010-2015 Annual Rate

Population	0.31%	0.30%	0.33%	-0.18%
Households	0.31%	0.29%	0.29%	-0.11%
Families	0.16%	0.16%	0.19%	-0.26%
Owner Households	0.29%	0.35%	0.28%	-0.10%
Median Household Income	2.50%	3.37%	3.13%	2.21%

Households by Income

< \$15,000	6.3%	10.5%	14.6%	12.5%
\$15,000 - \$24,999	5.7%	7.8%	8.2%	9.4%
\$25,000 - \$34,999	5.2%	6.9%	8.2%	8.2%
\$35,000 - \$49,999	7.8%	11.5%	11.7%	12.7%
\$50,000 - \$74,999	21.4%	19.7%	18.9%	20.1%
\$75,000 - \$99,999	16.2%	16.3%	13.3%	14.2%
\$100,000 - \$149,999	19.8%	15.4%	13.8%	14.0%
\$150,000 - \$199,999	8.2%	6.0%	5.1%	4.3%
\$200,000+	9.4%	6.1%	6.1%	4.6%

Median Household Income	\$79,163	\$66,101	\$59,803	\$59,095
Average Household Income	\$106,210	\$86,645	\$81,978	\$75,990
Per Capita Income	\$39,932	\$32,468	\$30,338	\$29,614

Visitor Origination

Assumptions

- General Distribution
 - International: **2%**
 - NYC area and Philadelphia area: **32%**
 - New Jersey: **66%**
 - Source: Monmouth County Tourism Survey
- From New Jersey (66%)
 - Within Primary TA: **70%**
 - Within Secondary TA: **25%**
 - Within Tertiary TA: **15%**
 - Source: AKRF survey and expert interviews

Visitor Origination

Assumptions

- From Tertiary (32%)
 - From New York area: **68%**
 - From Philadelphia area: **32%**
 - Source: 2010 New Jersey Tourism Study
- Within Primary
 - From Long Branch: **34%**
 - From rest of Primary TA: **66%**
 - Source: AKRF survey

Economic Climate

Impacts

- Tourism in NJ experienced a 9% decline between 2008 and 2009, which is inline with national results but has also regained 4.6% over the past year.
- Tourism officials report that visitation has changed because of the economy. People now book what they can afford and adjust their stay to fit their budget. People now even call in advance to find out about restaurants where kids eat for free.
- Destinations like Long Branch have benefited from the downturn since people tend to stay closer to their home and take shorter trips.
- Even during the downturn 2,000 new units were added to the Monmouth County secondary home inventory.

Interviews and Research Findings- Highlights

Retail/Commercial Development

Pier Village Retail

- Includes 100,000 sf of retail, currently 96% leased (as of April 2011)
- Year-round destination and the residents who live there are not the main drivers of retail business
 - Busiest during the peak season (June through August)
 - Less busy during shoulder months (March through May and September through October) but performance is improving
 - Slowest months are November through February
- Majority of retail sales come from the primary trade area
 - During peak season, large number of visitors from Staten Island
 - Ocean Place boosts retail and restaurant sales at Pier Village
- Currently, there are 700 parking spaces (surface and garage) and this number is insufficient especially during the peak season
- Pier Village Phase III expansion: residential with 40,000 – 50,000 sf of retail and a 50-room boutique hotel
- Other proposed development projects near Pier Village:
 - Broadway Arts project (mixed-used development along Long Branch's main street corridor) may move forward in 2012 (lender is seeking a new development team).
 - 30-unit residential with retail on Broadway and Third Avenue.
 - Ocean Place is considering redevelopment including adding an apartment complex (similar to Pier Village) with retail.

Interviews and Research Findings- Highlights

Intercept Surveys (83)

- 66% of the respondents were from the primary trade area, followed by the secondary trade area (22%), and the tertiary trade area (12%)
- 51% are regular visitors, shopping at Pier Village once a week or more to at least once per month
- 78% come to Pier Village for the restaurants and retail
- 84% drive
- Approximately 65% spend \$50 or less per visit
- Respondents indicated a need for:
 - more restaurant choices including ethnic foods
 - more music venues
 - additional retail (men's clothing, convenience store, trendy hair salon, book store, shoe store, Starbucks)
 - family oriented venues
 - more parking (inadequate during the summer busy season)

Interviews and Research Findings- Highlights

Catering

- Huge demand for weddings (weddings on the beach are very popular) at Branches and Ocean Place. For example, Ocean Place alone books 70 – 90 weddings per year
 - Average price per head @ Branches (middle market)- \$150, typical wedding size is approximately 150 people
- Busiest catering season (non-corporate) for Branches and Ocean Place: May to September
- Client Base:
 - Branches: New Jersey (Monmouth, Ocean, and Middlesex counties), New York City, and Philadelphia.
 - Ocean Place: North Jersey shore region, New York City, and Philadelphia
- Branches competitors in primary trade area are: Channel Club, Shadow Brook, Parks Landing, and Ocean Place (if hotel is needed)
- A well designed venue able to accommodate up to 800 – 1000 people (that is not a ballroom) is needed as an alternative to Ocean Place

Interviews and Research Findings- Highlights

Cultural Activities/Events

- Large vibrant audience for entertainment in Long Branch area
- Main entertainment venue competition for Long Branch Pier: Count Basie Theater- 1,500 seats (Red Bank) and Monmouth University – 4,500 seats. Asbury Park Theater is less of a competitor (theater and convention hall not used very much)
- Concerts East/AEG is interested in investing in a 350-400 seat music club (indoor/outdoor bar/restaurant music venue) on the proposed pier
- Beach venue for concerts needs to accommodate 3,500 to 4,000 people to book name acts

Restaurants

- Seasonality impacts business: 80% of McLoones business, for example, occurs over five months (April – September)
- Lack of parking is a major problem
- Ferry service from NYC will be good for business and will help to reduce parking demand from NYC and northern New Jersey

Evaluated and Competitive Beaches



- Considered 20 NJ beachfront locations
- 7 major beachfront locations were considered potential competitors.
- These locations are grouped into:
 - Family Destinations
 - Leisure Destinations (i.e. shopping, dining, and outdoor activities)

Competitive Beachfront Communities

Family Destinations

Location	Distance from LBP	Attractions
Keansburg	16 miles (NW)	Keansburg Amusement Park, Runaway Rapids Water Park, Lifeguard protected beaches, Fishing Pier, and Marina
Asbury Park	7 miles (S)	Music Venues, Mini Golf, Water Park, and Boardwalk
Point Pleasant Beach	16 miles (S)	Amusement Park, Arcades, Games, Mini-Golf, Batting Cages, Antique shopping, and private event spaces for weddings

Leisure Destinations

Atlantic Highlands	11 miles (N)	Boutiques, Galleries, Restaurants, Antiques, Movie Theater, Ferry Service to NYC, Outdoor Activities (biking, tennis courts, skate park, marina, fishing pier, boating trips, walking tours, etc.) free movies, live concerts, farmer's markets, event space for weddings
Highlands	8 miles (N)	Ferry Service to NYC, Marina/Boating, Shopping, Restaurants, B&Bs, and Outdoor Activities (biking, beaches, sailing, fishing, bird watching, and hiking)
Spring Lake	12 miles (N)	Shopping district and several event spaces for weddings

Comparative Analysis of Use Categories

	Marina	Commercial Boardwalk	Shopping/ Restaurants	Event Space for Weddings	Amusement Park	Water Park	Arcade	Aquarium	Ferry Access
Long Branch Pier		✓	✓	✓					✓
Asbury Park		✓	✓	✓		✓	✓		
Atlantic Highlands	✓		✓	✓					✓
Highlands	✓		✓						✓
Keansburg	✓	✓			✓	✓	✓		
Spring Lake			✓	✓					
Point Pleasant Beach		✓	✓	✓	✓		✓	✓	

Competitive Shopping Destinations



- Competitive shopping destinations include:
 - Non-Anchored/Upscale Shopping Centers
 - Downtown with a concentration of shopping, restaurants, and entertainment
- To a lesser extent, a few major retail destinations could compete due to the presence of entertainment offerings.
- Also, a premium outlet mall was included as a potential competitive shopping destination.

Competitive Shopping Destinations

Non-Anchored/Upscale Shopping Centers

Shopping Destination	Distance from LBP	Description
The Grove at Shrewsbury	6 miles	150,000 sf lifestyle center (built in 1987)
Brook 35 Plaza (Sea Girt)	16 miles	80,000 sf lifestyle center (built in 2000)
The Shoppes at Old Bridge	18 miles	106,000 sf lifestyle center (built in 2007)

Downtown

Red Bank	7 miles	<p>Boutiques, national retailers, antiques, galleries, and restaurants. Events throughout the summer:</p> <ul style="list-style-type: none"> •“Lunch Music” -Free lunchtime concerts •“Street Life” -Performers stationed throughout Red Bank •Summer Series: Free jazz, movies, entertainment in the park •A trolley transports shoppers between Red Bank and the Grove Shopping Center
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Other Major Shopping Centers

Shopping Destination	Location	Anchors/Sample Stores	Entertainment
Monmouth Mall 1.5 million sf 150 stores	Eatontown, NJ 4 miles from LBP	Anchors: JCPenney, Lord & Taylor, and Macy's	Movie theater, Children's rides, Arcade games at Johnny Rockets
Freehold Raceway Mall 1.7 million sf 215 stores	Freehold, NJ 17 miles from LBP	Anchors: Nordstrom, Macy's, Sears, JC Penney, Lord & Taylor	Movie theater, Build-A-Bear Workshop, Carousel, Children's play area, Color Me Mine (Paint your own pottery studio)
Jersey Shore Premium Outlets 435,000 sf 120 stores	Tinton Falls, NJ 12 miles from LBP	Sample Stores: Ann Taylor, Brooks Brothers, Burberry, and Tommy Hilfiger	None

Local Market Real Estate Data

Pier Village rent information

- Oceanfront retail: mid \$30's/sf
- Off-oceanfront retail: high \$20's to low \$30/sf
- Estimated retail sales/sq ft: \$600-\$700/sf (AKRF assumption)
- Vacancy rate: < 5%
- Pier Village boardwalk restaurants: high \$30's/sf to \$40/sf range

Long Branch other areas rent information

- Low range: \$8/sf - \$15/sf
- High range: \$20/sf - \$33/sf
- Vacancy rate: approximately 10%

VISITATION and EXPENDITURE POTENTIAL

Visitation

Assumptions

- Daily peak season population in Long Branch
 - Average daily population **53,100**
 - Based on Monmouth County seasonal population study
- Residential population
 - 2010 population estimate **31,949**
- Resulting average daily visitor population
 - Peak season daily visitation **21,150**
- Remaining assumptions are unchanged

Visitation

Assumptions

- Annual visitation to Long Branch based on distribution of trip by season for New Jersey w/o Atlantic City
- From New Jersey 2010 Tourism Study
 - Peak season: **39%**
 - Shoulder season: **36%**
 - Off-peak season: **25%**

Visitation

Distribution of visitors by season

	Peak months	Shoulder months	Off-Peak months	Annual
	July, August, September	April, May, June, October, November, December	January, February, March	
Distribution by Season	39%	36%	25%	100%
Number of months in season	3	6	3	12
Number of weeks in season	13.1	26.1	12.9	52.1
Number of days in season	92	183	90	365

Visitation per day and per season

	Peak months		Shoulder months		Off-Peak months		Annual	
	per day	per season	per day	per season	per day	per season	per day	per year
Total average population in Long Branch sewer district	53,100	4,885,200	41,764	7,642,875	44,743	4,026,825	45,356	16,554,900
Long Branch residents	31,949		31,949		31,949		31,949	
Visitors to Long Branch	21,151	1,945,892	9,815	1,796,208	12,794	1,151,415	13,407	4,893,515

Expenditure Potential

Assumptions

- Distribution of day trippers vs. overnight visitors
 - Day trippers: **69%**
 - Overnight visitors: **31%**
 - New Jersey 2010 Tourism Study
- Per person per day expenditures
 - Average w/o Atlantic City: **\$55 per person per day**
 - Day trippers: **\$48 per person per day**
 - Overnight visitors: **\$70 per person per day**
 - New Jersey 2010 Tourism Study

Expenditure Potential

Assumptions by retail category

— Restaurant

- Expenditure as a percent of daily spending: **30.9%**
- Source: Monmouth County Tourism
- Sales per square foot: **\$631**
- Source: ULI Dollars & Cents, upper deciles, community & super community center, local chain

Expenditure Potential

Assumptions by retail category

– Accommodations

- Expenditure as a percent of daily spending: **27.1%**
- Source: Monmouth County Tourism
- Average Room Rate: **\$300**
- Source: Blended rate for Ocean Place and Bungalow Hotels

Expenditure Potential

Assumptions by retail category

– Shopping

- Expenditure as a percent of daily spending: **22.5%**
- Source: Monmouth County Tourism
- Sales per square foot: **\$552**
- Source: ULI Dollars & Cents, upper deciles, community & super community center, all tenants

Expenditure Potential

Assumptions by retail category

— Entertainment

- Expenditure as a percent of daily spending: **14.6%**
- Monmouth County Tourism
- Sales per square foot: **\$450**
- Source: ULI Dollars & Cents, super community/community shopping center (median for restaurant with liquor)

Expenditure Potential

Expenditure per day and per season

	Peak months		Shoulder months		Off-Peak months		Annual	
	per day	per season	per day	per season	per day	per season	per day	per year
Visitor days	21,151	1,945,892	9,815	1,796,208	12,794	1,151,415	13,407	4,893,515
Day trippers	14,594	1,342,665	6,773	1,239,384	8,828	794,477	9,251	3,376,526
Expenditures	\$704,316	\$64,797,036	\$326,845	\$59,812,649	\$426,016	\$38,341,441	\$446,441	\$162,951,126
Overnight visitors	6,557	603,227	3,043	556,824	3,966	356,939	4,156	1,516,990
Expenditures	\$458,977	\$42,225,856	\$212,993	\$38,977,714	\$277,619	\$24,985,714	\$290,930	\$106,189,284
Total Expenditure Potential	\$1,163,292	\$107,022,892	\$539,838	\$98,790,362	\$703,635	\$63,327,155	\$737,371	\$269,140,410

Expenditure Potential

Total Untapped Expenditure Potential by Category

Expenditure by category	Visitors	Peak months	Shoulder months	Off-Peak months	Annual
Restaurants					
Percent of total	30.9%				
Total demand		\$31,031,938	\$28,644,866	\$18,261,594	\$83,164,387
Sales per SF	\$631				
Total Demand Potential in SF		196,716	90,792	115,763	131,798
Shopping					
Percent of total	22.5%				
Total demand		\$24,080,366	\$22,228,030	\$14,248,748	\$60,556,592
Sales per SF	\$552				
Total Demand Potential in SF		174,495	80,536	103,252	109,704
Entertainment					
Percent of total	14.6%				
Total demand		\$15,625,518	\$14,423,555	\$9,245,877	\$39,294,500
Sales per SF	\$450				
Total Demand Potential in SF		138,893	64,105	82,186	87,321

Expenditure Potential Captured

Assumptions

- 69% of visitors are day trippers
 - Day trippers are expected to spend 90% of their expenditure potential at destination, since they come specifically to visit Long Branch.
- 31% are overnight visitors
 - Overnight visitors are expected to spend a significant portion outside of Long Branch.
 - TIA reports that 37% of overnight beach visitors conduct sightseeing activities in addition to their primary travel purpose. Overnight visitors therefore spend 63% of their expenditure potential in Long Branch.
 - Sightseeing destinations are assumed to be outside of Long Branch.

Expenditure Potential Captured

Expenditure by category	Visitors	Peak months	Shoulder months	Off-Peak months	Annual
Restaurants					
Total Demand Potential in SF		196,716	90,792	115,763	131,798
Day trippers	69%	19,270,834	17,788,462	11,340,450	51,645,084
Overnight visitors	31%	6,060,538	5,594,342	3,566,489	16,242,005
Total demand		25,331,371	23,382,804	14,906,939	67,887,089
Demand in SF		160,579	148,227	94,497	107,587
Shopping					
Total Demand Potential in SF		174,495	80,536	103,252	109,704
Day trippers	69%	14,953,907	13,803,607	8,848,472	37,605,644
Overnight visitors	31%	4,702,895	4,341,134	2,782,780	11,826,702
Total demand		19,656,803	18,144,741	11,631,253	49,432,346
Demand in SF		142,441	131,484	84,284	89,551
Entertainment					
Total Demand Potential in SF		138,893	64,105	82,186	87,321
Day trippers	69%	9,703,447	8,957,028	5,741,690	24,401,884
Overnight visitors	31%	3,051,664	2,816,920	1,805,720	7,674,216
Total demand		12,755,110	11,773,948	7,547,410	32,076,100
Demand in SF		113,379	104,657	67,088	71,280

Expenditure Potential Captured

Findings

- Long Branch could potentially capture 81.6% of the total expenditure potential in retail, restaurant and entertainment categories.
 - Restaurants: 107,000 square feet
 - Retail: 90,000 square feet
 - Entertainment: 71,000 square feet
- In addition, commuters will add to the expenditure potential of tourists.
- Based on survey conducted for the Staten Island Ferry, ferry commuters spend approximately \$2.5 per day in the ferry terminal area.
- With an estimated 400 commuters per day the total annual expenditure potential of ferry commuters is about \$365,000.
- Using a sales per square foot ratio of \$500 results in additional demand of approximately 700 square feet.

CONSUMER PROFILES (TAPESTRY SEGMENTATION)


Tapestry Segmentation

What is it?

- The 65-segment Tapestry Segmentation system classifies US neighborhoods based on their socioeconomic and demographic compositions and consumption patterns.
- Segments are categorized into 12 life mode summary groups based on lifestyle and life stage.
- Group L1, High Society, consists of the seven most affluent segments, whereas Group L5, Senior Styles, includes the nine segments with a high presence of seniors.

Tapestry Segmentation

Trade Area Segments

Category	Total	Percent	Most affluent
L1. High Society	1,849,873	28%	
L2. Upscale Avenues	1,717,659	26%	
L3. Metropolis	696,678	10%	
L4. Solo Acts	440,892	7%	
L5. Senior Styles	740,376	11%	
L6. Scholars & Patriots	25,014	0%	
L7. High Hopes	82,814	1%	
L8. Global Roots	593,511	9%	
L9. Family Portrait	209,068	3%	
L10. Traditional Living	540,940	8%	
L11. Factories & Farms	970	0%	
L12. American Quilt	5,124	0%	Least affluent

Tapestry Segmentation

Segments	Percent of Total	Median HH Income	Socioeconomic Characteristics	Consumption Characteristics
High Society	28%	\$101,000	Affluent & well educated Engaged & active	Only the best
Upscale Avenues	26%	\$70,000	Higher earnings & well educated Healthy & conscious	Upscale
Metropolis	10%	\$43,200	Average earning & educated Interested & moderate	Moderate
Solo Acts	7%	From \$44,000 To \$94,000	Starting-out & educated Cultured & frugal	Modest with occasional upscale
Senior Styles	11%	\$45,200	Either affluent & active or settled & home-bound	Either upscale or modest
Global Roots	9%	\$31,000	Modest & diverse Global ties & simple pleasures	Modest
Traditional Living	8%	NA	Established & hard working family-oriented & simple pleasures	Frugal

Tapestry Segmentation

Impact on Commercial Offering Mix

- Over 60% of all visitors prefer to shop in upscale and high-end stores, such as Nordstrom.
- Many within the two most affluent groups visit the performing arts, museums, etc. join charitable organizations and support environmental groups.
- Members of the two segments stay fit by exercising, enjoy spending time with their families, and dine out.
- Less affluent segments prefer less active entertainment options, such as movies and ball games and shop at stores such as Target, Macy's and Costco.

Tapestry Segmentation

Recommended Commercial Mix

- The majority of retail, restaurant and entertainment options (65% percent) should target affluent to very affluent customers.
- The remaining 35% should offer products within the moderate price segment.
- Entertainment options should take into account the high education level of potential customers and offer cultural and educational activities that are in-line with customer preferences.
- Most target customers prefer a very active, healthy lifestyle. The future offering should include active entertainment options, such as climbing walls and skating ramps that support the desire for outdoor activities and provide a contextual environment for retailers.

DEVELOPMENT PROGRAM: ORIGINAL AND REVISED

Original Program Areas

Original Program Areas Based on the Skanska Cost Estimates

Use	Pod & Path Scheme Size (sf)	Conventional Scheme Size (sf)	Shaped Scheme Size (sf)
Winter Garden	5,953	4,500	4,500
Event Space	10,962	13,300	12,419
Family Entertainment	10,960	11,200	10,960
Restaurants	16,542	18,490	18,490
Ferry Terminal	4,675	2,700	4,361
TOTAL	49,092	50,190	50,730

Insights: Selected Comparable Piers

Navy Pier Chicago, IL	Stearns Wharf Santa Barbara, CA	Steel Pier Atlantic City, NJ	Brighton Pier Brighton, UK	Pier 39 San Francisco, CA	St. Petersburg Pier St. Petersburg, FL
Program					
<ul style="list-style-type: none"> • Restaurants/food court/retail • Event Space (Winter Garden) • Outdoor stage • Amusement Park w/45 meter Ferris Wheel • Museums(2) & Theater • IMAX • Exhibition/meeting space • Ballroom • Excursions & dinner cruises 	<ul style="list-style-type: none"> • Restaurants/Retail • Educational venue • Entertainment • Recreation: fishing, whale watching 	<ul style="list-style-type: none"> • Amusement park w/24 rides • Live shows • Boardwalk food kiosks (pier located adjacent to AC boardwalk and casinos) 	<ul style="list-style-type: none"> • Amusement park • Event Space • Restaurants/food court 	<ul style="list-style-type: none"> • Restaurants/Retail • Amusement park • Aquarium • 300 slip marina 	<ul style="list-style-type: none"> • Restaurants/Retail • Event Space • Aquarium • Marine education Center and museum store • Excursions and dinner cruises • Recreation: bike and boat rentals, fishing
Annual Visitation					
<ul style="list-style-type: none"> • 8 million (73% -Chicago metro, 24% -Midwest, 3% - international) • Open year round (Memorial Day to Labor peak season) 	<ul style="list-style-type: none"> • Over 2 million • Open year round 	<ul style="list-style-type: none"> • Captures share of 33 million visitors to AC • Open seasonally: 99 days (Memorial Day to Labor Day) 	<ul style="list-style-type: none"> • 3.5 million • Open year round 	<ul style="list-style-type: none"> • Over 14 million (73% - US, 27% - international) • Open year round 	<ul style="list-style-type: none"> • Over 1.2 million • Open year round
Ownership					
Public	Public	Private	Private	Private	Public

Insights: Selected Comparable Piers

- All are destinations with offerings unique from immediate surrounding area
- All contain retail and restaurants, but amusements, entertainment, cultural and/or educational venues are the predominate draw
- All contain offerings attractive to families
- Most take advantage of water location by offering water related activities such as sight-seeing excursions and dinner cruises
- Most layouts have short distances between attractions
- None offer ferry service (note: there is a ferry service adjacent to Pier 39 in San Francisco which is privately owned and not part of Pier 39)

Revised Program Areas

Use	Size (sf)	Percent
Indoor		
<u>Entertainment for Adults</u>	35,000	46%
Music venue/club	20,000	26%
Winter Garden & Event space (weddings, private parties)	5,000* 10,000*	6% 14%
<u>Lifestyle Entertainment</u>	10,000	14%
Educational/family learning center	5,000	7%
Contextual activities	5,000	7%
<u>Restaurants & Stores</u>	25,000	33%
Restaurants	17,000	10%
Retail Stores	8,000	22%
<u>Ferry Terminal</u>	1,500	2%
<u>Support Structures</u>	5,000	6%
<u>Total</u>	<u>76,500</u>	<u>100%</u>

Goal of Revised Pier Program

- Increase program areas: Leasable program area increased by approximately 25,000 sf to take advantage of available visitor expenditures
- Create a fun year-round destination with mix of entertainment and restaurant offerings and other amenities to appeal to a wide audience
- Create an iconic venue taking advantage of a unique ocean location and great views
- Mitigate seasonality impacts: program uses geared toward year-round venues

Comparable Entertainment Venues for Adults

Ram's Head Live

Located in Baltimore, MD

An indoor music venue that has live performances, with five bars, two food kiosks, and three levels to view the stage

Size: 26,000 sf

Tickets: \$7-\$40

Food/Snacks: \$4-\$9

Private party area (with full dinner option) can accommodate up to 150 people

City Winery

Located in Manhattan

A winery with wine tasting seminars/events, a restaurant, music venue, and two private event spaces

Size: 21,000 sf

Tickets: \$15-\$20

Maximum capacity: 800 people
(500 seated, 300 standing)

Comparable Outdoor Concert Space

Pier Six Pavilion
Located in Baltimore, MD
An outdoor concert venue with a large tent (70 foot tall masts, dressing rooms, a green room, production office, and box offices and concession areas), views of the Baltimore Harbor.
Capacity: 4,000 people (includes 3,000 seats and 1,000 lawn spaces)
Tickets: \$20-\$95
Concerts from June to September

Comparable Family Entertainment

Rory Meyers Children's Adventure Garden

Located in Dallas, TX

Interactive children's center that includes walks through wetlands, tree canopy, and interactive plant models that teach children about plant biology.

Size: 9,100 sf
(15 indoor/outdoor classrooms)

Ticket Prices: \$12 adults, \$8 children

Opens in 2012

New Jersey Children's Museum

Located in Paramus, NJ

Interactive children's museum with exhibits such as a helicopter, fire truck, and fossil cave.

Size: 15,000 sf
(20 exhibit areas)

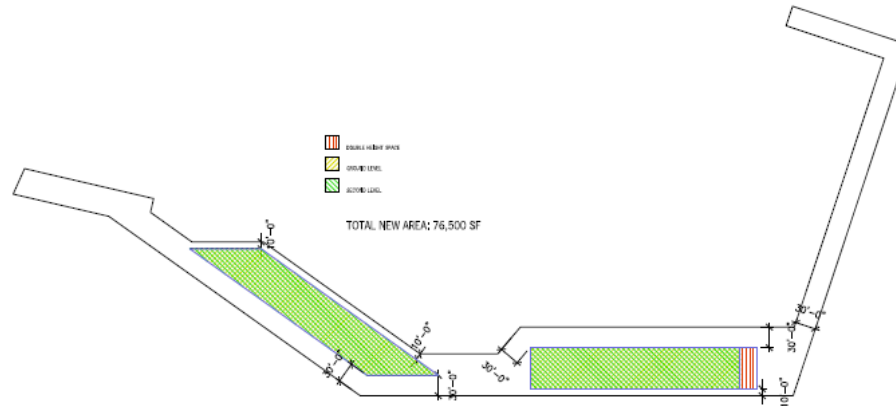
Ticket Prices: \$8 adults/children

Comparable Catering/Event Spaces

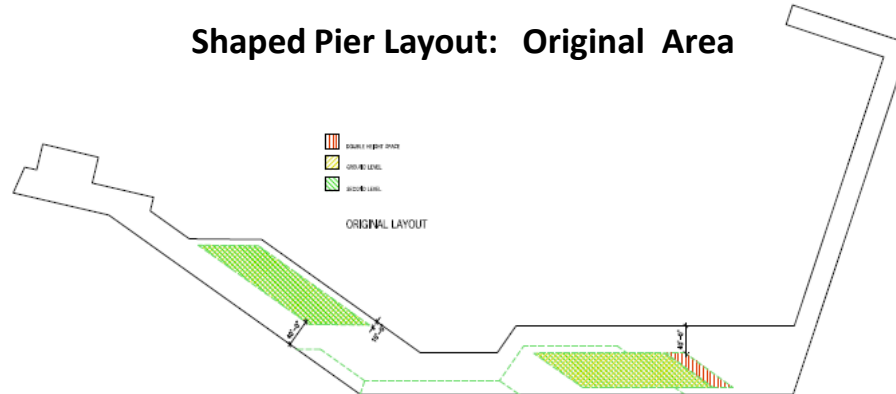
Abigail Kirsch's Catering Facilities for fundraisers, corporate events, and weddings and other celebrations	
Pier Sixty	The Lighthouse
Located in Manhattan (near Chelsea Piers)	Located in Manhattan (near Chelsea Piers)
NYC's largest catering space with water views. Moveable walls allow it to accommodate different-sized groups.	Combination of indoor and outdoor catering space situated next to the Hudson River.
Size: 20,560 sf Includes 7 reception rooms	Size: 9,987 sf Includes 6 reception rooms
Maximum capacity: 2,000 people	Maximum Capacity: 800 people
Price: \$170-\$215/person	Price: \$135/person

Additional Program Area Impacts

Shaped Pier Layout: Additional Area



Shaped Pier Layout: Original Area



This diagram is for illustrative purposing only and demonstrates the impact of adding second floors and increasing building foot prints to accommodate the additional square footage without altering the pier structure. The diagrams show that the proposed program can fit in terms of a simple area calculation, these diagrams do not represent an updated architectural scheme.

Additional Program Area Impacts

Conventional Pier Layout: Original Area

Conventional Pier Layout: Additional Area



This diagram is for illustrative purposing only and demonstrates the impact of adding second floors and increasing building foot prints to accommodate the additional square footage without altering the pier structure. The diagrams show that the proposed program can fit in terms of a simple area calculation, these diagrams do not represent an updated architectural scheme.

Impacts of Additional Program Area

Additional Program Area Impacts on the Pier Design Concepts

The original pier concepts for the Conventional, Shaped, and Pod & Pathway schemes will be impacted by increasing the total program areas from approximately 50,000 square feet to 76,500 square feet.

Physical Character

- Major change in the overall “feel” of the pier as depicted in previous reports and the schemes presented to the public. The additional area will significantly change the designers assumption on how the building area is allocated on the pier in all schemes.

Pier Design Implications

- The diagrams (see following pages) do not take into consideration any potential criteria of the updated program elements - such as on which floor the various program elements should be located adjacencies, proportion of space, depth of space (often critical to retail spaces), height of space, and other considerations.

Impact on Views

- The original conceptual designs provided unobstructed views along the length of the pier. The graphic rendering of the schemes included in the previous report (Task 2 – Conceptual Development Alternatives) are no longer valid as there will be a major impact on the open space between structures and views.

Pier Schemes’ Adaptability for the Recommended Program

- The Shaped scheme is the most adaptable to accommodate a program change and the Conventional scheme is the least adaptable.
- Both schemes would require a much more in-depth review of design than the diagrams included in this report represent.
- The Pod & Pathway scheme can not accommodate the additional square footage without significant design changes of the pier structure.

Environmental Permitting Considerations

- The proposed increase in program area has not been assessed for impacts on environmental permitting and was not part of the scope of work for the economic analysis.
- Depending on decisions by the New Jersey Department of Environmental Protection (NJDEP), the proposed program recommendations may not result in an environmentally permissible design.

FINANCIAL FEASIBILITY ANALYSIS

Construction Cost Assumptions

Construction Cost for Pier Superstructures*

- Conventional Pier: \$59.6.2 million
- Shaped Pier: \$63.9 million
- Pod & Pathway Pier: \$63.9 million

Pier Buildings and Components	Conventional	Shaped	Pod & Pathway
Superstructure	\$53,810,400	\$53,810,400	\$53,810,400
Pier Elements	\$5,339,139	\$6,683,745	\$6,592,947
Bridge	\$0	\$3,000,000	\$3,000,000
Temporary Stage	\$500,000	\$500,000	\$500,000
Total	\$59,649,539	\$63,994,145	\$63,903,347

**includes hard and soft costs, pier elements, bridge, and temporary stage but excludes financing cost*

Pro Forma Summary

Baseline Rents:

- Winter Garden/Event space (private portion): \$37/sf
- Winter Garden public portion will be rented out on a limited basis.
- Music Club: \$48/sf
- Restaurant: \$50/sf
- Retail: \$35/sf
- Educational/family learning center: \$10/sf

Tenant Improvement (TI's) allowances:

- Music venue/club: \$100/sf
- Restaurants: \$150/sf
- Retail: \$60/sf
- Educational/Cultural Space: \$50/sf
- Winter Garden/Event space: \$150/sf (for event portion only)

Operations and Maintenance:

- Repair and replacement reserve added (superstructures and elements only)
- 5% of Net Operating Income (NOI)

Pro Forma Assumptions

Music venue/club rent assumptions*

- Capacity: 465 seats
(based 43sf per person estimate that includes stage area)
- Average revenue/seat: \$150/seat
(includes concert ticket, food & alcohol sales)
- Operating days: 275
- Annual projected sales revenue: \$19.2 million
- Sales/sf: \$959/sf
- Rent: \$48/sf (5% of sales)

** Assumptions based on input from interview with Jerry Bakal from AEG/Concerts East*

Pro Forma Assumptions

Event Space assumptions*

- Capacity: 375
Assumptions based on wedding and bar mitzvah events
(40 sf per person that includes dance floor area)
- Average revenue/head: \$180/person (includes catering)
- Operating days per week: 2.75
- Total Operating days per year: 163 (45% utilization)
- Annual sales revenue: \$11 million
- Sales/sf: \$734/sf
- Rent: \$37/sf (5% of sales)

Winter Garden Space (public) assumptions

- Same as above but private use weekend only

** Assumptions based on input from interviews with John Lombardo (Branches Catering) and Brian Czechowski (Ocean Place)*

Pro Forma Assumptions

Restaurant rent assumption*

- Rent: \$50/sf

** Assumption based on input from interview with Tim McMahon (Manager-McLoones) who stated that they would pay a higher rent of \$50/sf for a restaurant location on the pier because of expected increased visitation to Long Branch due to the addition of the pier. They are currently paying \$40/sf.*

Education/family learning center rent assumption*

- Rent: \$10/sf

** AKRF has lowered the previous pro forma rent of \$20/sf taking into consideration that the City may want to attract a strategic educational/cultural non-profit that could draw for visitation and increase overall spending at the pier and Pier Village in lieu of charging a higher rent. For example, Gabe Barabas from the New Jersey Repertory Theater is interested in operating a children's theater venue on the pier.*

Pro Forma Assumptions

Tenant Improvement (TI's) allowances*:

- Music venue/club: \$100/sf
- Restaurants: \$150/sf
- Event space: \$150/sf
- Winter Garden (public portion): no TI

** Assumptions based on input from interviews with Gregg Russo (Applied Development Co) and Tim McMahon (McLoones)*

Repair & Replacement Reserve*:

- 5% of Net Operating Income (NOI)

** AKRF estimate*

Increased Rents Due to Iconic Character

Higher potential rents

- Higher visitation correlates to higher rents
- AKRF estimate: 10% - 20%
- For the purpose of the analysis 15% increase used based on CLB recommendation.

Examples:

- Guggenheim Bilbao
 - Increased visitation >700%
- Millennium Park Chicago
 - Increased visitation to Chicago ~23% (no other competing venue when Millennium Park opened in 2004, however, 23% increase extends to 2010)
- Central Berlin
 - Increased visitation ~17%
- Museum expansions (see following slides)
 - Increased visitation ~35% (average) and 24% (mean)

Attendance Growth for Expanded or Renovated Museums

Museum	Type	Year	Attendance Pre	Attendance Post	Growth
American Museum of Natural History ¹	Expansion	2000	2,292,000	2,847,000	24%
MOMA	Relocation & Expansion	2004	1,500,000	2,560,000	71%
New Museum of NY City	Relocation & Expansion	2007	90,000	100,000	11%
Museum of Art & Design	Relocation & Expansion	2008	140,000	235,000	68%
Natural History Museum-LA ²	Renovation	2010	115,000	162,000	41%
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<i>Average</i>			<i>807,000</i>	<i>1,084,000</i>	<i>35%</i>
<i>Median</i>			<i>300,000</i>	<i>365,000</i>	<i>24%</i>

Notes:

1. Attendance figures and growth represent paid attendance only
2. Attendance figures and growth only represent first quarter of the fiscal year
3. Attendance figures pre-expansion are from years prior to Hurricane Katrina

Source: Management Resources, *Intrepid Sea, Air & Space Museum: Shuttle Enterprise Feasibility Study*, July 2011.

Operational Cost Assumptions

Operation & Maintenance

- Maintenance cost for the pier are estimated to be approximately \$4.7 per square foot, similar to the operational cost per square foot ratio for the Santa Monica Pier
- Beach concerts will require a one-time investment of \$500,000 from the city and are projected to be approximately \$150,000 in maintenance cost per year

Other Revenue Assumptions

Rents & Revenues

- Excursion operations are expected to generate \$5 per linear foot for approximately 120 dockings per year
- Revenues for the City from beach concerts are estimated to be 30% of total revenues generated by concerts

General Financial Assumptions

Financial Assumptions

Cap Rates, Reversion, Discount Rate

Retail Cap Rate	6.5%
Sale Costs	1.5%
Discount Rate for NPV	6.5%

Annual Escalation

Rents	3.0%
Operating Costs & Taxes	3.0%

Interest Only, Tax-Exempt Mortgage Bonds

Interest Rate	4.2%
Bond Reserve	0%
Term - years	30
Balloon payment after yr. 20	

PROFORMA RESULTS and PIER SCHEME RECOMMENDATION

Proforma Analysis – NOI

Summary of Cash Flows - Cumulative			
Development Net Operating Income Before Tax	Conventional	Shaped	Pod & Path
Entertainment			
Music Venue/Club	\$26,884,604	\$30,794,849	\$28,228,835
Winter Garden Event Space	\$10,277,760	\$11,772,614	\$10,748,908
Winter Garden (public)	\$2,870,492	\$3,284,784	\$2,999,150
Lifestyle Entertainment			
Educational/family learning center	\$1,400,240	\$1,603,898	\$1,464,429
Contextual activities	\$4,900,839	\$5,186,043	\$5,125,501
Restaurants & Stores			
Retail Stores	\$7,249,236	\$8,714,904	\$7,957,086
Restaurants	\$22,003,310	\$26,451,955	\$24,151,785
Total NOI Before Taxes	\$75,586,481	\$87,809,047	\$80,675,695
Excursion Net Operating Income Before			
Property Tax	\$2,114,063	\$2,114,063	\$2,114,063
Beach Concerts	\$4,404,298	\$4,404,298	\$4,404,298
Pier Maintenance and Operation	-\$19,817,953	-\$20,431,729	-\$20,072,424
<u>Total Net Operating Income</u>	<u>\$62,286,889</u>	<u>\$73,895,678</u>	<u>\$67,121,632</u>

Proforma Analysis – Cost

20-year Cumulative Cash Flow Summary - Undiscounted			
	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Total Net Operating Income (NOI)	\$62,286,889	\$73,895,678	\$67,121,632
Financing Cost (debt service interest only – tax exempt bonds)	-\$55,590,453	-\$60,085,302	-\$59,998,887
= <u>Operating Cash Flow</u>	\$6,696,436	\$13,810,376	\$7,122,745

Capital Cost Summary - Undiscounted			
Year 21	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Reversion (Sale or Refinancing)	\$75,201,861	\$87,944,873	\$80,683,582
- Construction Cost (=Bond Principal)	-\$66,607,682	-\$71,530,121	-\$71,427,247
= <u>Net Cash Flow from Development</u>	\$8,594,179	\$16,414,752	\$9,256,335

Proforma Analysis – Return Ratios

Conventional

Net Present Value (NPV)	\$4.1 million
Internal Rate of Return (IRR)	14.8%
Annualized NOI (average)	\$380,000
Positive NOI in Year	7
Net Cash in Yr. 21	\$8.6 million

Pod & Pathway

Net Present Value (NPV)	\$4.4 million
Internal Rate of Return (IRR)	14.4%
Annualized NOI (average)	\$308,000
Positive NOI in Year	7
Net Cash in Yr. 21	\$8 million

Shaped

Net Present Value (NPV)	\$9.7 million
Internal Rate of Return (IRR)	24.0%
Annualized NOI (average)	\$690,000
Positive NOI in Year	4
Net Cash in Yr. 21	\$16 million

Pier Scheme Recommendation

Shaped Scheme

Shaped Scheme

From an economic analysis perspective only, the Shaped Scheme concept is recommended for LBP. Additional design work and economic analysis will be required for adjustments to this scheme to address architectural design and functional issues.

Produces Best Financial Returns

- Highest NOI, NPV, IRR of the three schemes
- Produces the greatest amount of net operating cash flow and can make a contribution toward the cost of the pier structure .

Good balance between design and commercial viability

- Distinctive “iconic” design – capability to create the “Bilbao effect” and drive higher visitation and higher rents.

Proximity of uses

- Provides commercial tenants good visibility and access to foot traffic (important attribute especially during the shoulder seasons and slow periods).

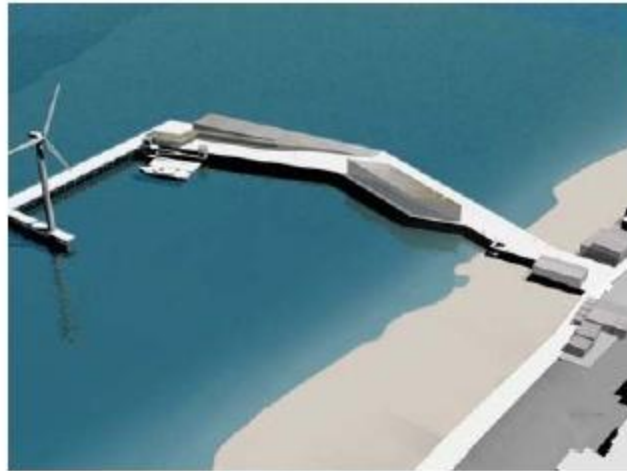
Tenant spaces

- Configuration is not too “unique” allowing the City greater flexibility in attracting tenants and releasing space .



Long Branch Pier

**Conference Call No. 4:
Task 3: Feasibility of Development Options**



July 14, 2011

Agenda

- I. Findings
- II. Development Program
- II. Proforma Assumptions
- III. Proforma Results
- IV. Recommendations

FINDINGS

Findings

- High-level analysis indicates that all three schemes have positive cash flows after debt service (interest payments on tax-exempt bonds)
 - Higher PV cash flow is achieved with the Shaped and Pod & Pathway schemes
- The beach concerts and a sight-seeing excursion boat service are additional revenue streams to the City.
- The Shaped and Pod & Pathway's schemes can drive increased visitation (higher foot traffic) and enable the City to charge higher rents.
 - Iconic/distinctive architectural design coupled with compelling uses and experiences can drive increased visitation, i.e. the "Bilbao" effect
- The Conventional and the Shaped piers are more capable to incorporate the additional recommended program areas (without major structural design changes) than the Pod & Pathways scheme.

DEVELOPMENT PROGRAM

Programming

Use	Size (sf)	Percent
Indoor		
<u>Entertainment for Adults</u>	35,000	46%
Music venue/club	20,000	26%
Winter Garden & event space (weddings, private parties)	15,000	20%
<u>Lifestyle Entertainment</u>	10,000	14%
Educational/family learning center	5,000	7%
Contextual activities	5,000	7%
<u>Restaurants & Stores</u>	25,000	33%
Restaurants	8,000	10%
Retail Stores	17,000	22%
<u>Ferry Terminal</u>	1,500	2%
<u>Support Structures</u>	5,000	6%
<u>Total</u>	<u>76,500</u>	<u>100%</u>

PROFORMA ASSUMPTIONS

Construction Cost Assumptions

Construction Cost

- Based on “White Box” projections from Skanska for each individual scenario
- For ferry terminal full build-out cost was used
- Construction cost for support structures are estimated to be \$300 per square foot
- The City’s TI allocation was estimated to be \$50 per square foot
- Pier elements, bridge structure (only for shaped and pod & path), and concert stage were included as separate cost items
- Soft cost were estimated to be 20% of construction cost
- A 10% contingency allowance was added

Operational Cost Assumptions

Operation & Maintenance

- Maintenance cost for the pier are estimated to be approximately \$4.7 per square foot, similar to the operational cost per square foot ratio for the Santa Monica Pier
- Beach concerts will require a one-time investment of \$500,000 from the city and are projected to be approximately \$150,000 in maintenance cost per year

Revenue Assumptions

Rents & Revenues

- Base retail rents at \$35 per square foot and restaurant rents at \$40 per square foot
- Since the Winter Garden is expected to only be leased for 50% of the total available time, rent expectations were adjusted to half of the restaurant rent
- Educational space is projected to generate \$20 per square foot
- Excursion operations are expected to generate \$5 per linear foot for approximately 120 dockings per year
- Revenues for the City from beach concerts are estimated to be 30% of total revenues generated by concerts

Revenue Assumptions

Increased Rents Due to Iconic Character

- Higher visitation generates higher rents
- Guggenheim Bilbao
 - Increased visitation >700%
- Millennium Park Chicago
 - Increased visitation ~23%
- Central Berlin
 - Increased visitation ~17%

General Financial Assumptions

Financial Assumptions

Cap Rates, Reversion, Discount Rate

Retail Cap Rate	6.5%
Sale Costs	1.5%
Discount Rate for NPV	6.5%

Annual Escalation

Rents	3.0%
Operating Costs & Taxes	3.0%

Interest Only, Tax-Exempt Mortgage Bonds

Interest Rate	4.2%
Bond Reserve	0%
Term - years	30
Balloon payment after yr. 20	

PROFORMA RESULTS

Proforma Analysis - NOI

Summary NOI – Cumulative

<u>Development Net Operating Income Before Tax</u>	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
<i>Entertainment</i>			
Music Venue/Club	\$22,403,837	\$26,884,604	\$24,644,221
Winter Garden & Event Space	\$8,401,439	\$10,081,727	\$9,241,583
<i>Lifestyle Entertainment</i>			
Educational/family learning center	\$2,800,480	\$3,360,576	\$3,108,532
Contextual activities	\$4,900,839	\$5,453,406	\$5,390,923
<i>Restaurants & Stores</i>			
Retail Stores	\$7,249,236	\$8,699,083	\$7,974,159
Restaurants	\$17,602,648	\$21,123,178	\$19,362,913
<i>Total NOI Before Taxes</i>	\$63,358,479	\$75,602,573	\$69,722,331
Excursion Net Operating Income Before Tax	\$2,114,063	\$2,114,063	\$2,114,063
Beach Concerts	\$4,404,298	\$4,404,298	\$4,404,298
Pier Maintenance and Operation	-\$15,903,918	-\$15,903,918	-\$15,903,918
<u>Total Net Operating Income</u>	<u>\$53,972,920</u>	<u>\$66,217,014</u>	<u>\$60,336,773</u>

Proforma Analysis - Cost

Summary Financing – Cumulative			
<u>Financing Costs</u>	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Bond Issuing Fees (3%)	-\$1,632,405	-\$1,837,897	-\$1,755,379
Debt Service (Tax-exempt bonds, interest only)	-\$45,707,333	-\$54,034,160	-\$50,625,138
Total Financing Costs	-\$47,339,737	-\$53,004,938	-\$54,533,782
Operating Cash Flow	\$6,633,183	\$11,374,180	\$7,956,256
Distributions & Reversion	\$63,045,508	\$75,231,750	\$69,377,643
<u>Net Cash Flow from Development</u>	<u>\$16,850,059</u>	<u>\$25,342,711</u>	<u>\$18,821,258</u>

Proforma Analysis – Return Ratios

Conventional

Cash on Cost Through Yr 20	31%
Cash on Cost - Yr 5	4%
Present Value (PV)	\$3,815,292
Internal Rate of Return (IRR)	13.0%

Pod & Path

Cash on Cost Through Yr 20	31%
Cash on Cost - Yr 5	4%
Present Value (PV)	\$4,444,874
Internal Rate of Return (IRR)	13.5%

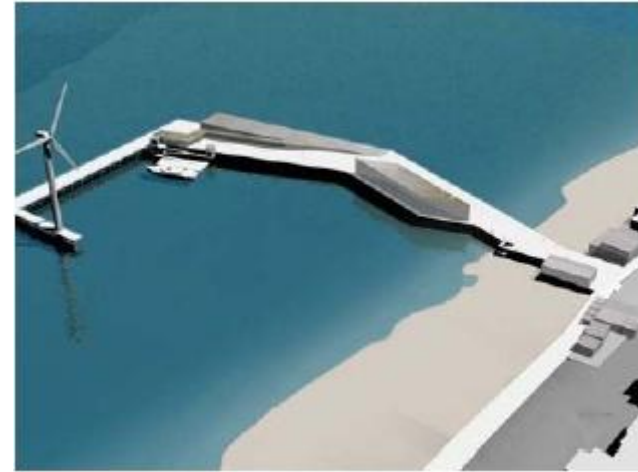
Shaped

Cash on Cost Through Yr 20	40%
Cash on Cost - Yr 5	4%
Present Value (PV)	\$6,914,265
Internal Rate of Return (IRR)	16.8%

RECOMMENDATIONS

Recommendation – Shaped

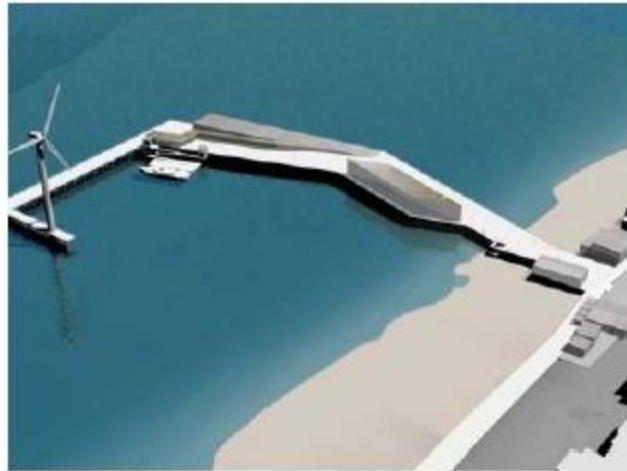
- Good balance between design and commercial viability
 - Distinctive “iconic” design – capability to create the “Bilbao effect”
 - Proximity of uses gives commercial tenants good visibility/access to foot traffic (important attribute especially during the shoulder seasons and slow periods)
 - Tenant spaces are not too “unique” allowing City greater flexibility in attracting tenants than the Pod & Pathways scheme.
- Provides good balance between pier structures and open space allowing for varied pedestrian experiences
- Provides good ocean views
- Can accommodate outdoor concert stage along pier



DISCUSSION

Long Branch Pier

Task 3: Revised Feasibility Analysis Updates per Discussion with Ralph Basile (7/29/11)



August 2, 2011

Findings Update

- Rent, capital, and operating costs adjustments were made to the pro forma based on comments during the review of AKRF's draft feasibility analysis on July 14, 2011.
 - Rent rate changes for the Music Venue/Club, Winter Garden/Event Space, Restaurant, and Educational/Family Learning Center
 - Capital cost adjustment for higher Tenant Improvement allowances
 - Repair and replacement reserve added (pier superstructure/pier elements only)
 - Other revenue and operational cost assumptions are unchanged
- Revised analysis still indicates that all three schemes (on a conceptual basis) have positive NOI after debt service (interest payments on tax-exempt bonds)
- Based on the revisions, NOI is higher for all three schemes, however, the NOI is higher for the Shaped and Pod & Pathway schemes.

Development Program (no change)

Use	Size (sf)	Percent
Indoor		
<u>Entertainment for Adults</u>	35,000	46%
Music venue/club	20,000	26%
Winter Garden & event space (weddings, private parties)	15,000	20%
<u>Lifestyle Entertainment</u>	10,000	14%
Educational/family learning center	5,000	7%
Contextual activities	5,000	7%
<u>Restaurants & Stores</u>	25,000	33%
Restaurants	17,000	10%
Retail Stores	8,000	22%
<u>Ferry Terminal</u>	1,500	2%
<u>Support Structures</u>	5,000	6%
<u>Total</u>	<u>76,500</u>	<u>100%</u>

Construction Cost Assumptions

Construction Cost for Pier Superstructures*

- Conventional Pier
 - \$59.3 million
- Shaped Pier
 - \$66.9 million
- Pod & Pathway Pier
 - \$64.1 million

**includes pier elements, bridge, and temporary stage but excludes financing cost not included*

Construction Cost Assumptions

Change in Construction Cost for Entire Pier

	Conventional		Shaped		Pod & Pathway	
	Skanska	AKRF Program	Skanska	AKRF Program	Skanska	AKRF Program
Superstructure	\$26,490,674	\$53,487,342	\$29,827,086	\$56,708,475	\$26,490,674	\$54,048,695
Pier Elements	\$5,339,139	\$5,339,139	\$6,683,745	\$6,683,745	\$6,592,947	\$6,592,947
Bridge	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Temporary Stage	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Total Non-Structural Build Out	\$32,329,813	\$59,326,481	\$40,010,831	\$66,892,220	\$36,583,621	\$64,141,642
Pier Structure	\$57,095,589	\$57,095,589	\$61,825,665	\$61,825,665	\$63,665,444	\$63,665,444
Projected Construction Cost	\$89,425,402	\$116,422,070	\$101,836,496	\$128,717,885	\$100,249,065	\$127,807,086
General Conditions (10%)	\$8,942,540	\$11,642,207	\$10,183,650	\$12,871,788	\$10,024,907	\$12,780,709
Insurance (2.5%)	\$2,599,923	\$3,384,815	\$2,960,759	\$3,742,299	\$2,914,606	\$3,715,818
Fee (3%)	\$3,029,036	\$3,943,473	\$3,449,427	\$4,359,959	\$3,395,657	\$4,329,108
Financing Cost(3%)	NA	\$1,833,180	NA	\$2,006,767	NA	\$1,924,
Total Build Out Cost	\$103,996,901	\$137,225,744	\$118,430,331	\$151,698,698	\$116,584,235	\$150,556,970
Construction Contingency (20%)*	\$20,799,380	\$11,419,118	\$23,686,066	\$12,365,133	\$23,316,847	\$12,733,089
Total Pier Cost	\$124,796,281	\$148,644,862	\$142,116,398	\$164,063,831	\$139,901,082	\$163,290,059
Difference	\$23,848,581		\$21,947,433		\$23,388,977	

* AKRF program includes 10% contingency for superstructure

* AKRF program accounts for 75,000 sf of superstructure space vs. 40,000s sf

Pro Forma Adjustments Summary

Baseline Rents:

- Music venue/club: increase from \$40/sf to \$48/sf
- Winter Garden/Event space: increase from \$20/sf to \$37/sf
- Restaurant: increase from \$40/sf to \$50/sf
- Educational/family learning center: decrease: from \$20/sf to \$10/sf

Tenant Improvement (TI's) allowances:

- Music venue/club: increase from \$50/sf to \$100/sf
- Restaurants: increase from \$50/sf to \$150/sf
- Winter Garden/Event space: increase from \$50/sf to \$150/sf

Operations and Maintenance:

- Repair and replacement reserve added (pier superstructures and elements only)
- 5% of Net Operating Income (NOI)

Assumption Revisions

Music venue/club rent assumptions*

- Capacity: 465 seats
(based 43sf per person estimate that includes stage area)
- Average revenue/seat: \$150/seat
(includes concert ticket, food & alcohol sales)
- Operating days: 275
- Annual projected sales revenue: \$19.2 million
- Sales/sf: \$959/sf
- Revised rent: \$48/sf (5% of sales)

** Assumptions based on input from interview with Jerry Bakal from AEG/Concerts East*

Assumption Revisions

Winter Garden/Event Space assumptions*

- Capacity: 375
Assumptions based on wedding and bar mitzvah events
(40 sf per person that includes dance floor area)
- Average revenue/head: \$180/person (includes catering)
- Operating days per week: 2.75
- Total Operating days per year: 163 (45% utilization)
- Annual sales revenue: \$11 million
- Sales/sf: \$734/sf
- Revised rent: \$37/sf (5% of sales)

** Assumptions based on input from interviews with John Lombardo (Branches Catering), Brian Czechowski (Ocean Place), and Karin Bacon (KBE)*

Assumption Revisions

Restaurant rent assumption*

- Revised rent: \$50/sf

** Assumption based on input from interview with Tim McMahon (Manager-McLoones) who stated that they would pay a higher rent of \$50/sf for a restaurant location on the pier because of expected increased visitation to Long Branch due to the addition of the pier. They are currently paying \$40/sf.*

Education/family learning center rent assumption*

- Revised rent: \$10/sf

** AKRF has lowered the previous pro forma rent of \$20/sf taking into consideration that the City may want to attract a strategic educational/cultural non-profit that could draw for visitation and increase overall spending at the pier and Pier Village in lieu of charging a higher rent. For example, Gabe Barabas from the New Jersey Repertory Theater is interested in operating a children's theater venue on the pier.*

Pro Forma Adjustments

Tenant Improvement (TI's) allowances*:

- Music venue/club: increase from \$50/sf to \$100/sf
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** Assumptions based on input from interviews with Gregg Russo (Applied Development Co) and Tim McMahon (McLoones)*

Repair & Replacement Reserve*:

- 5% of Net Operating Income (NOI)

** AKRF estimate*

Increased Rents Due to Iconic Character

Higher potential rents

- Higher visitation correlates to higher rents
- AKRF estimate: 10% - 20%

Examples:

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 - Increased visitation >700%
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Notes:

1. Attendance figures and growth represent paid attendance only
2. Attendance figures and growth only represent first quarter of the fiscal year
3. Attendance figures pre-expansion are from years prior to Hurricane Katrina

Source: Management Resources, *Intrepid Sea, Air & Space Museum: Shuttle Enterprise Feasibility Study*, July 2011.

Operational Cost Assumptions (unchanged)

Operation & Maintenance

- Maintenance cost for the pier are estimated to be approximately \$4.7 per square foot, similar to the operational cost per square foot ratio for the Santa Monica Pier
- Beach concerts will require a one-time investment of \$500,000 from the city and are projected to be approximately \$150,000 in maintenance cost per year

Other Revenue Assumptions (unchanged)

Rents & Revenues

- Excursion operations are expected to generate \$5 per linear foot for approximately 120 dockings per year
- Revenues for the City from beach concerts are estimated to be 30% of total revenues generated by concerts

General Financial Assumptions (unchanged)

Financial Assumptions

Cap Rates, Reversion, Discount Rate

Retail Cap Rate	6.5%
Sale Costs	1.5%
Discount Rate for NPV	6.5%

Annual Escalation

Rents	3.0%
Operating Costs & Taxes	3.0%

Interest Only, Tax-Exempt Mortgage Bonds

Interest Rate	4.2%
Bond Reserve	0%
Term - years	30
Balloon payment after yr. 20	

PROFORMA RESULTS

Proforma Analysis – NOI (updated)

Summary NOI – Cumulative			
Development Net Operating Income Before Tax	Conventional	Shaped	Pod & Path
<i>Entertainment</i>			
Music Venue/Club	\$26,884,604	\$32,261,525	\$29,573,065
Winter Garden & Event Space	\$15,416,640	\$18,499,968	\$16,958,304
<i>Lifestyle Entertainment</i>		\$0	
Educational/family learning center	\$1,400,240	\$1,680,288	\$1,554,266
Contextual activities	\$4,900,839	\$5,453,406	\$5,390,923
<i>Restaurants & Stores</i>		\$0	
Retail Stores	\$7,249,236	\$8,699,083	\$7,974,159
Restaurants	\$22,003,310	\$26,403,972	\$24,203,641
<i>Total NOI Before Taxes</i>	<i>\$77,854,870</i>	<i>\$92,998,242</i>	<i>\$85,654,359</i>
+ Excursion Net Operating Income Before Tax	\$2,114,063	\$2,114,063	\$2,114,063
+ Beach Concerts	\$4,404,298	\$4,404,298	\$4,404,298
- Pier Maintenance and Operation	-\$19,931,505	-\$20,694,454	-\$15,903,918
= <u>Total Net Operating Income</u>	<u>\$64,441,725</u>	<u>\$78,822,148</u>	<u>\$71,848,337</u>

Proforma Analysis – Cost (updated)

Summary Financing Cost – Cumulative			
	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Bond Issuing Fees (3%)	-\$1,833,188	-\$2,006,767	-\$1,924,249
Debt Service (Tax-exempt bonds, interest only)	-\$51,329,271	-\$57,875,148	-\$55,495,348
<i>Total Financing Costs</i>	<i>-\$53,162,459</i>	<i>-\$59,881,915</i>	<i>-\$57,419,598</i>

Proforma Analysis – Cost (updated)

Cumulative Cash Flow Summary - Undiscounted			
	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Total Net Operating Income	\$64,441,725	\$78,822,148	\$71,848,337
- Financing Cost	-\$53,162,459	-\$59,881,915	-\$57,419,598
= <u>Operating Cash Flow</u>	<u>\$11,279,266</u>	<u>\$18,940,233</u>	<u>\$14,428,739</u>
+ Reversion	\$77,436,207	\$92,500,589	\$85,193,620
- Construction Cost	-\$59,326,481	-\$66,892,220	-\$64,141,642
= <u>Net Cash Flow from Development</u>	<u>\$29,388, 992</u>	<u>\$44,548,602</u>	<u>\$35,480,717</u>

Proforma Analysis – Return Ratios (updated)

Conventional

Cash on Cost Through Yr 20	48%
Cash on Cost - Yr 5	4.4%
Net Present Value (NPV)	\$8,031,510
Internal Rate of Return (IRR)	17.6%

Pod & Pathway

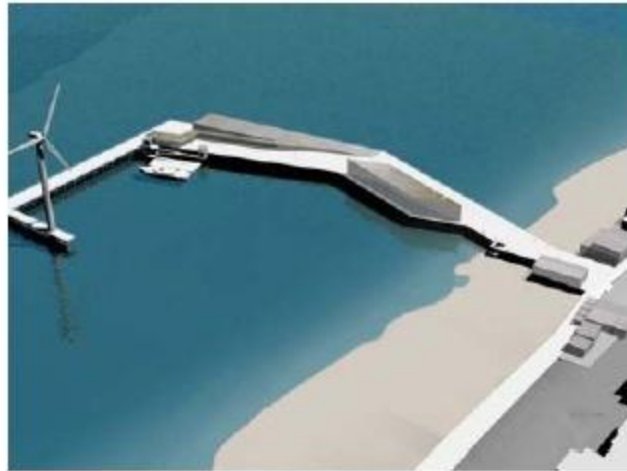
Cash on Cost Through Yr 20	54%
Cash on Cost - Yr 5	4.6%
Net Present Value (NPV)	\$10,254,255
Internal Rate of Return (IRR)	20.0%

Shaped

Cash on Cost Through Yr 20	65%
Cash on Cost - Yr 5	4.8%
Net Present Value (NPV)	\$13,674,912
Internal Rate of Return (IRR)	24.2%

Long Branch Pier

Task 3: Revised Feasibility Analysis



September 29, 2011

Findings Update

- Rent and construction costs adjustments were made to the pro forma based on comments during the team conference call on September 21, 2011.
 - Lowering rent increase due to its iconic character from 20% to 15% for the shaped scheme.
 - AKRF assumed a similar reduction for the pod-and-path scheme from 10% to 5%.
 - AKRF coordinated hard construction costs with McLaren.
 - Divided Winter Garden/Event space into two separate components with different construction cost.
 - Winter Garden is considered primarily a public space that will be available for use by the event operator on a limited basis.
 - Other revenue and operational cost assumptions are unchanged
- Revised analysis still indicates that all three schemes (on a conceptual basis) have positive NOI after debt service (interest on tax-exempt bonds).
- Based on the revisions, NOI is lower for all three schemes, however the NOI remains higher for the Shaped scheme.

Development Program (modified)

Use	Size (sf)	Percent
Indoor		
<u>Entertainment for Adults</u>	35,000	46%
Music venue/club	20,000	26%
Winter Garden & Event space (weddings, private parties)	5,000* 10,000*	6% 14%
<u>Lifestyle Entertainment</u>	10,000	14%
Educational/family learning center	5,000	7%
Contextual activities	5,000	7%
<u>Restaurants & Stores</u>	25,000	33%
Restaurants	17,000	10%
Retail Stores	8,000	22%
<u>Ferry Terminal</u>	1,500	2%
<u>Support Structures</u>	5,000	6%
<u>Total</u>	<u>76,500</u>	<u>100%</u>

* Winter Garden was separated from Event Space.

Construction Cost Assumptions (modified)

Construction Cost for Pier Superstructures*

- Conventional Pier
 - \$59.6.2 million
- Shaped Pier
 - \$63.9 million
- Pod & Pathway Pier
 - \$63.9 million

**includes hard and soft costs, pier elements, bridge, and temporary stage but excludes financing cost*

Construction Cost Assumptions

Change in Construction Cost for Entire Pier

	Conventional		Shaped		Pod & Pathway	
	Skanska	AKRF Program	Skanska	AKRF Program	Skanska	AKRF Program
Superstructure	\$26,490,674	\$53,810,400	\$29,827,086	\$53,810,400	\$27,634,723	\$53,810,400
Pier Elements	\$5,339,139	\$5,339,139	\$6,683,745	\$6,683,745	\$6,592,947	\$6,592,947
Bridge	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Temporary Stage	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Total Non-Structural Build Out	\$32,329,813	\$59,649,539	\$40,010,831	\$63,994,145	\$37,727,670	\$63,903,347
Pier Structure	\$57,095,589	\$57,095,589	\$61,825,665	\$61,825,665	\$62,521,395	\$62,521,395
Total Building Cost	\$89,425,402	\$116,745,128	\$101,836,496	\$125,819,810	\$100,249,065	\$126,424,742
General Conditions (10%)	\$8,942,540	\$11,674,513	\$10,183,650	\$12,581,981	\$10,024,907	\$12,642,474
Insurance (2.5%)	\$2,599,923	\$3,394,207	\$2,960,759	\$3,658,041	\$2,914,606	\$3,675,629
Fee (3%)	\$3,029,036	\$3,954,415	\$3,449,427	\$4,261,795	\$3,395,657	\$4,282,285
	\$103,996,901	\$135,768,263	\$118,430,331	\$146,321,627	\$116,584,235	\$147,025,130
Construction Contingency (20%)*	\$20,799,380	\$27,153,653	\$23,686,066	\$29,264,325	\$23,316,847	\$29,405,026
Total Pier Cost	\$124,796,281	\$162,921,916	\$142,116,398	\$175,585,953	\$139,901,082	\$176,430,156
Difference	\$38,125,635		\$33,469,555		\$36,529,074	

* For comparison reasons, bond issuance fees were not included to be consistent with Skanska estimates.

AKRF estimated bond issuance cost of 3% for super structure only: \$conventional - \$1.95 million, shaped - \$2.08 million, and pod-and path - \$2.11 million

** Note: AKRF program accounts for 76,500 sf of superstructure space vs. 50,000s sf (Skanska) and AKRF's superstructure costs include: hard and tenant improvement costs plus soft costs, while Skanska's do not.*

Pro Forma Summary

Baseline Rents:

- Winter Garden/Event space (private portion): \$37/sf
- Winter Garden public portion will be rented out on a limited basis.
- Music Club: \$48/sf
- Restaurant: \$50/sf
- Retail: \$35/sf
- Educational/family learning center: \$10/sf

Tenant Improvement (TI's) allowances:

- Music venue/club: \$100/sf
- Restaurants: \$150/sf
- Retail: \$60/sf
- Educational/Cultural Space: \$50/sf
- Winter Garden/Event space: \$150/sf (for event portion only)

Operations and Maintenance:

- Repair and replacement reserve added (superstructures and elements only)
- 5% of Net Operating Income (NOI)

Pro Forma Assumptions

Music venue/club rent assumptions*

- Capacity: 465 seats
(based 43sf per person estimate that includes stage area)
- Average revenue/seat: \$150/seat
(includes concert ticket, food & alcohol sales)
- Operating days: 275
- Annual projected sales revenue: \$19.2 million
- Sales/sf: \$959/sf
- Rent: \$48/sf (5% of sales)

** Assumptions based on input from interview with Jerry Bakal from AEG/Concerts East*

Pro Forma Assumptions

Event Space assumptions*

- Capacity: 375
Assumptions based on wedding and bar mitzvah events
(40 sf per person that includes dance floor area)
- Average revenue/head: \$180/person (includes catering)
- Operating days per week: 2.75
- Total Operating days per year: 163 (45% utilization)
- Annual sales revenue: \$11 million
- Sales/sf: \$734/sf
- Rent: \$37/sf (5% of sales)

Winter Garden Space (public) assumptions

- Same as above but private use weekend only

** Assumptions based on input from interviews with John Lombardo (Branches Catering), Brian Czechowski (Ocean Place), and Karin Bacon (KBE)*

Pro Forma Assumptions

Restaurant rent assumption*

- Rent: \$50/sf

** Assumption based on input from interview with Tim McMahon (Manager-McLoones) who stated that they would pay a higher rent of \$50/sf for a restaurant location on the pier because of expected increased visitation to Long Branch due to the addition of the pier. They are currently paying \$40/sf.*

Education/family learning center rent assumption*

- Rent: \$10/sf

** AKRF has lowered the previous pro forma rent of \$20/sf taking into consideration that the City may want to attract a strategic educational/cultural non-profit that could draw for visitation and increase overall spending at the pier and Pier Village in lieu of charging a higher rent. For example, Gabe Barabas from the New Jersey Repertory Theater is interested in operating a children's theater venue on the pier.*

Pro Forma Assumptions

Tenant Improvement (TI's) allowances*:

- Music venue/club: \$100/sf
- Restaurants: \$150/sf
- Event space: \$150/sf
- Winter Garden (public portion): no TI

** Assumptions based on input from interviews with Gregg Russo (Applied Development Co) and Tim McMahon (McLoones)*

Repair & Replacement Reserve*:

- 5% of Net Operating Income (NOI)

** AKRF estimate*

Increased Rents Due to Iconic Character

Higher potential rents

- Higher visitation correlates to higher rents
- AKRF estimate: 10% - 20%
- For the purpose of the analysis 15% increase used based on CLB recommendation.

Examples:

- Guggenheim Bilbao
 - Increased visitation >700%
- Millennium Park Chicago
 - Increased visitation to Chicago ~23% (no other competing venue when Millennium Park opened in 2004, however, 23% increase extends to 2010)
- Central Berlin
 - Increased visitation ~17%
- Museum expansions (see following slides)
 - Increased visitation ~35% (average) and 24% (mean)

Attendance Growth for Expanded or Renovated Museums

Museum	Type	Year	Attendance Pre	Attendance Post	Growth
American Museum of Natural History ¹	Expansion	2000	2,292,000	2,847,000	24%
MOMA	Relocation & Expansion	2004	1,500,000	2,560,000	71%
New Museum of NY City	Relocation & Expansion	2007	90,000	100,000	11%
Museum of Art & Design	Relocation & Expansion	2008	140,000	235,000	68%
Natural History Museum-LA ²	Renovation	2010	115,000	162,000	41%
Museum of Science & Industry	Renovation	2010	1,214,300	1,315,500	8%
The National World War II Museum ³	Expansion	2009	300,000	365,000	22%
<i>Average</i>			<i>807,000</i>	<i>1,084,000</i>	<i>35%</i>
<i>Median</i>			<i>300,000</i>	<i>365,000</i>	<i>24%</i>

Notes:

1. Attendance figures and growth represent paid attendance only
2. Attendance figures and growth only represent first quarter of the fiscal year
3. Attendance figures pre-expansion are from years prior to Hurricane Katrina

Source: Management Resources, *Intrepid Sea, Air & Space Museum: Shuttle Enterprise Feasibility Study*, July 2011.

Operational Cost Assumptions

Operation & Maintenance

- Maintenance cost for the pier are estimated to be approximately \$4.7 per square foot, similar to the operational cost per square foot ratio for the Santa Monica Pier
- Beach concerts will require a one-time investment of \$500,000 from the city and are projected to be approximately \$150,000 in maintenance cost per year

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- Excursion operations are expected to generate \$5 per linear foot for approximately 120 dockings per year
- Revenues for the City from beach concerts are estimated to be 30% of total revenues generated by concerts

General Financial Assumptions

Financial Assumptions

Cap Rates, Reversion, Discount Rate

Retail Cap Rate	6.5%
Sale Costs	1.5%
Discount Rate for NPV	6.5%

Annual Escalation

Rents	3.0%
Operating Costs & Taxes	3.0%

Interest Only, Tax-Exempt Mortgage Bonds

Interest Rate	4.2%
Bond Reserve	0%
Term - years	30
Balloon payment after yr. 20	

PROFORMA RESULTS

Proforma Analysis – NOI

Summary of Cash Flows - Cumulative			
Development Net Operating Income Before Tax	Conventional	Shaped	Pod & Path
<i>Entertainment</i>			
Music Venue/Club	\$26,884,604	\$30,794,849	\$28,228,835
Winter Garden Event Space	\$10,277,760	\$11,772,614	\$10,748,908
Winter Garden (public)	\$2,870,492	\$3,284,784	\$2,999,150
<i>Lifestyle Entertainment</i>			
Educational/family learning center	\$1,400,240	\$1,603,898	\$1,464,429
Contextual activities	\$4,900,839	\$5,186,043	\$5,125,501
<i>Restaurants & Stores</i>			
Retail Stores	\$7,249,236	\$8,714,904	\$7,957,086
Restaurants	\$22,003,310	\$26,451,955	\$24,151,785
<i>Total NOI Before Taxes</i>	<i>\$75,586,481</i>	<i>\$87,809,047</i>	<i>\$80,675,695</i>
Excursion Net Operating Income Before			
Property Tax	\$2,114,063	\$2,114,063	\$2,114,063
Beach Concerts	\$4,404,298	\$4,404,298	\$4,404,298
Pier Maintenance and Operation	-\$19,817,953	-\$20,431,729	-\$20,072,424
<u>Total Net Operating Income</u>	<u>\$62,286,889</u>	<u>\$73,895,678</u>	<u>\$67,121,632</u>

Proforma Analysis – Cost

Cumulative Cash Flow Summary - Undiscounted			
	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Total Net Operating Income (NOI)	\$62,286,889	\$73,895,678	\$67,121,632
- Financing Cost (Debt Service Interest Only)	-\$55,590,453	-\$60,085,302	-\$59,998,887
= <u>Operating Cash Flow</u>	\$6,696,436	\$13,810,376	\$7,122,745

Capital Cost Summary - Undiscounted			
Year 21	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Reversion (Sale or Refinancing)	\$75,201,861	\$87,944,873	\$80,683,582
- Construction Cost (=Bond Principal)	-\$66,607,682	-\$71,530,121	-\$71,427,247
= <u>Net Cash Flow from Development</u>	<u>\$8,594,179</u>	<u>\$16,414,752</u>	<u>\$9,256,335</u>

Proforma Analysis – Return Ratios

Conventional

Net Present Value (NPV)	\$4,1 million
Internal Rate of Return (IRR)	14.8%
Annualized NOI (average)	\$380,000
Positive NOI in Year	7
Net Cash in Yr. 21	\$8.6 million

Pod & Pathway

Net Present Value (NPV)	\$4.4 million
Internal Rate of Return (IRR)	14.4%
Annualized NOI (average)	\$308,000
Positive NOI in Year	7
Net Cash in Yr. 21	\$8 million

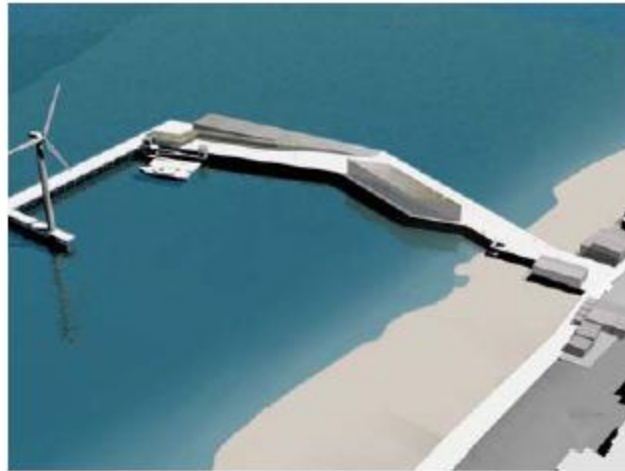
Shaped

Net Present Value (NPV)	\$9,7 million
Internal Rate of Return (IRR)	24.0%
Annualized NOI (average)	\$690,000
Positive NOI in Year	4
Net Cash in Yr. 21	\$16 million

Long Branch Pier

Economic Evaluation of Three Pier Concepts
Prepared for the City of Long Branch, New Jersey

Appendices



November 3, 2011

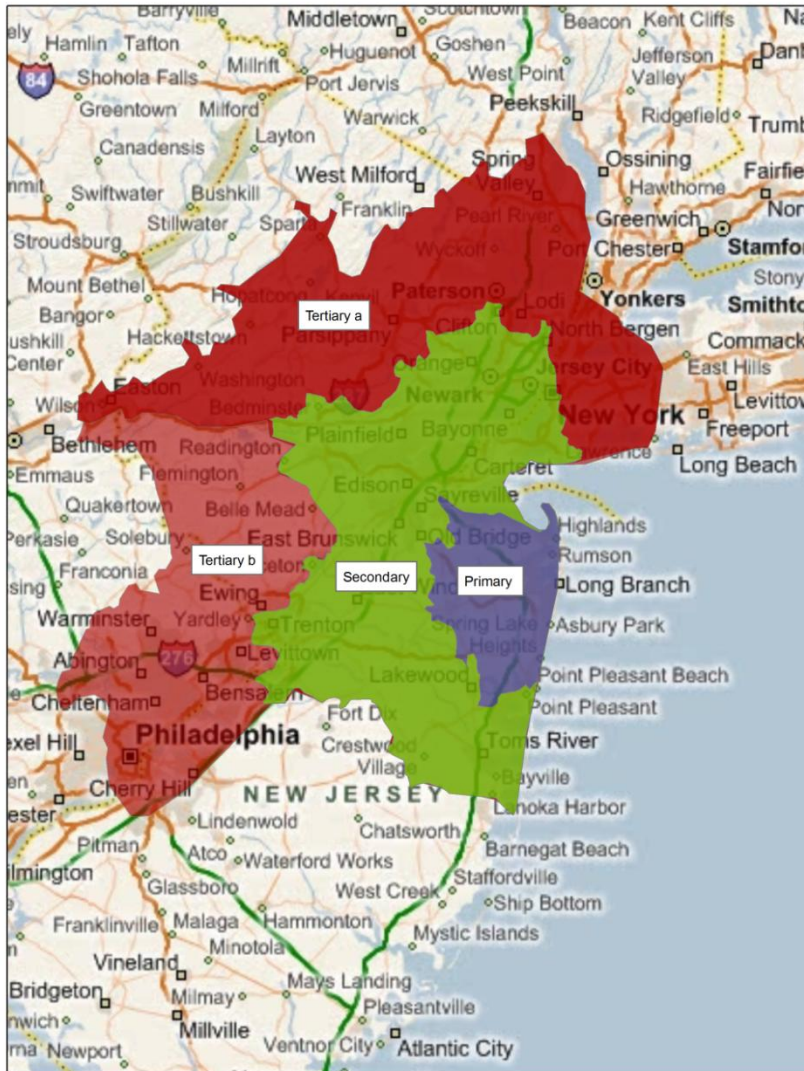
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DEMAND and SUPPLY ASSESSMENT

Trade Area Summary



- Primary Trade Area
 - 30-minute drive time
 - Includes most Monmouth County
- Secondary Trade Area
 - 60-minute drive time
 - Includes Union, Essex, Middlesex, Somerset, and Ocean Counties and Staten Island
- Tertiary Trade Area
 - 90-minute drive time
 - Includes New York City and Northern New Jersey (A)
 - Includes Philadelphia, Bucks, Mercer and Hunterdon Counties (B)

Trade Area Summary

Summary

	Primary TA	Secondary TA	Tertiary TA A	Tertiary TA B
Population	621,816	5,439,536	9,061,136	2,819,934
Households	232,148	2,013,047	3,315,233	1,081,465
Families	160,345	1,324,211	2,108,859	692,746
Average Household Size	2.6	2.6	2.7	2.5
Owner Occupied Housing Units	168,556	1,051,717	1,257,522	714,899
Renter Occupied Housing Units	63,592	961,330	2,057,711	366,566
Median Age	41	38	36	38

Trends: 2010-2015 Annual Rate

Population	0.31%	0.30%	0.33%	-0.18%
Households	0.31%	0.29%	0.29%	-0.11%
Families	0.16%	0.16%	0.19%	-0.26%
Owner Households	0.29%	0.35%	0.28%	-0.10%
Median Household Income	2.50%	3.37%	3.13%	2.21%

Households by Income

< \$15,000	6.3%	10.5%	14.6%	12.5%
\$15,000 - \$24,999	5.7%	7.8%	8.2%	9.4%
\$25,000 - \$34,999	5.2%	6.9%	8.2%	8.2%
\$35,000 - \$49,999	7.8%	11.5%	11.7%	12.7%
\$50,000 - \$74,999	21.4%	19.7%	18.9%	20.1%
\$75,000 - \$99,999	16.2%	16.3%	13.3%	14.2%
\$100,000 - \$149,999	19.8%	15.4%	13.8%	14.0%
\$150,000 - \$199,999	8.2%	6.0%	5.1%	4.3%
\$200,000+	9.4%	6.1%	6.1%	4.6%

Median Household Income	\$79,163	\$66,101	\$59,803	\$59,095
Average Household Income	\$106,210	\$86,645	\$81,978	\$75,990
Per Capita Income	\$39,932	\$32,468	\$30,338	\$29,614

Visitor Origination

Assumptions

- General Distribution
 - International: **2%**
 - NYC area and Philadelphia area: **32%**
 - New Jersey: **66%**
 - Source: Monmouth County Tourism Survey
- From New Jersey (66%)
 - Within Primary TA: **70%**
 - Within Secondary TA: **25%**
 - Within Tertiary TA: **15%**
 - Source: AKRF survey and expert interviews

Visitor Origination

Assumptions

- From Tertiary (32%)
 - From New York area: **68%**
 - From Philadelphia area: **32%**
 - Source: 2010 New Jersey Tourism Study
- Within Primary
 - From Long Branch: **34%**
 - From rest of Primary TA: **66%**
 - Source: AKRF survey

Economic Climate

Impacts

- Tourism in NJ experienced a 9% decline between 2008 and 2009, which is inline with national results but has also regained 4.6% over the past year.
- Tourism officials report that visitation has changed because of the economy. People now book what they can afford and adjust their stay to fit their budget. People now even call in advance to find out about restaurants where kids eat for free.
- Destinations like Long Branch have benefited from the downturn since people tend to stay closer to their home and take shorter trips.
- Even during the downturn 2,000 new units were added to the Monmouth County secondary home inventory.

Interviews and Research Findings- Highlights

Retail/Commercial Development

Pier Village Retail

- Includes 100,000 sf of retail, currently 96% leased (as of April 2011)
- Year-round destination and the residents who live there are not the main drivers of retail business
 - Busiest during the peak season (June through August)
 - Less busy during shoulder months (March through May and September through October) but performance is improving
 - Slowest months are November through February
- Majority of retail sales come from the primary trade area
 - During peak season, large number of visitors from Staten Island
 - Ocean Place boosts retail and restaurant sales at Pier Village
- Currently, there are 700 parking spaces (surface and garage) and this number is insufficient especially during the peak season
- Pier Village Phase III expansion: residential with 40,000 – 50,000 sf of retail and a 50-room boutique hotel
- Other proposed development projects near Pier Village:
 - Broadway Arts project (mixed-used development along Long Branch's main street corridor) may move forward in 2012 (lender is seeking a new development team).
 - 30-unit residential with retail on Broadway and Third Avenue.
 - Ocean Place is considering redevelopment including adding an apartment complex (similar to Pier Village) with retail.

Interviews and Research Findings- Highlights

Intercept Surveys (83)

- 66% of the respondents were from the primary trade area, followed by the secondary trade area (22%), and the tertiary trade area (12%)
- 51% are regular visitors, shopping at Pier Village once a week or more to at least once per month
- 78% come to Pier Village for the restaurants and retail
- 84% drive
- Approximately 65% spend \$50 or less per visit
- Respondents indicated a need for:
 - more restaurant choices including ethnic foods
 - more music venues
 - additional retail (men's clothing, convenience store, trendy hair salon, book store, shoe store, Starbucks)
 - family oriented venues
 - more parking (inadequate during the summer busy season)

Interviews and Research Findings- Highlights

Catering

- Huge demand for weddings (weddings on the beach are very popular) at Branches and Ocean Place. For example, Ocean Place alone books 70 – 90 weddings per year
 - Average price per head @ Branches (middle market)- \$150, typical wedding size is approximately 150 people
- Busiest catering season (non-corporate) for Branches and Ocean Place: May to September
- Client Base:
 - Branches: New Jersey (Monmouth, Ocean, and Middlesex counties), New York City, and Philadelphia.
 - Ocean Place: North Jersey shore region, New York City, and Philadelphia
- Branches competitors in primary trade area are: Channel Club, Shadow Brook, Parks Landing, and Ocean Place (if hotel is needed)
- A well designed venue able to accommodate up to 800 – 1000 people (that is not a ballroom) is needed as an alternative to Ocean Place

Interviews and Research Findings- Highlights

Cultural Activities/Events

- Large vibrant audience for entertainment in Long Branch area
- Main entertainment venue competition for Long Branch Pier: Count Basie Theater- 1,500 seats (Red Bank) and Monmouth University – 4,500 seats. Asbury Park Theater is less of a competitor (theater and convention hall not used very much)
- Concerts East/AEG is interested in investing in a 350-400 seat music club (indoor/outdoor bar/restaurant music venue) on the proposed pier
- Beach venue for concerts needs to accommodate 3,500 to 4,000 people to book name acts

Restaurants

- Seasonality impacts business: 80% of McLoones business, for example, occurs over five months (April – September)
- Lack of parking is a major problem
- Ferry service from NYC will be good for business and will help to reduce parking demand from NYC and northern New Jersey

- Considered 20 NJ beachfront locations
- 7 major beachfront locations were considered potential competitors.
- These locations are grouped into:
 - Family Destinations
 - Leisure Destinations (i.e. shopping, dining, and outdoor activities)



Competitive Beachfront Communities

Family Destinations

Location	Distance from LBP	Attractions
Keansburg	16 miles (NW)	Keansburg Amusement Park, Runaway Rapids Water Park, Lifeguard protected beaches, Fishing Pier, and Marina
Asbury Park	7 miles (S)	Music Venues, Mini Golf, Water Park, and Boardwalk
Point Pleasant Beach	16 miles (S)	Amusement Park, Arcades, Games, Mini-Golf, Batting Cages, Antique shopping, and private event spaces for weddings

Leisure Destinations

Atlantic Highlands	11 miles (N)	Boutiques, Galleries, Restaurants, Antiques, Movie Theater, Ferry Service to NYC, Outdoor Activities (biking, tennis courts, skate park, marina, fishing pier, boating trips, walking tours, etc.) free movies, live concerts, farmer's markets, event space for weddings
Highlands	8 miles (N)	Ferry Service to NYC, Marina/Boating, Shopping, Restaurants, B&Bs, and Outdoor Activities (biking, beaches, sailing, fishing, bird watching, and hiking)
Spring Lake	12 miles (N)	Shopping district and several event spaces for weddings

Comparative Analysis of Use Categories

	Marina	Commercial Boardwalk	Shopping/ Restaurants	Event Space for Weddings	Amusement Park	Water Park	Arcade	Aquarium	Ferry Access
Long Branch Pier		✓	✓	✓					✓
Asbury Park		✓	✓	✓		✓	✓		
Atlantic Highlands	✓		✓	✓					✓
Highlands	✓		✓						✓
Keansburg	✓	✓			✓	✓	✓		
Spring Lake			✓	✓					
Point Pleasant Beach		✓	✓	✓	✓		✓	✓	

Competitive Shopping Destinations



- Competitive shopping destinations include:
 - Non-Anchored/Upscale Shopping Centers
 - Downtown with a concentration of shopping, restaurants, and entertainment
- To a lesser extent, a few major retail destinations could compete due to the presence of entertainment offerings.
- Also, a premium outlet mall was included as a potential competitive shopping destination.

Competitive Shopping Destinations

Non-Anchored/Upscale Shopping Centers

Shopping Destination	Distance from LBP	Description
The Grove at Shrewsbury	6 miles	150,000 sf lifestyle center (built in 1987)
Brook 35 Plaza (Sea Girt)	16 miles	80,000 sf lifestyle center (built in 2000)
The Shoppes at Old Bridge	18 miles	106,000 sf lifestyle center (built in 2007)

Downtown

Red Bank	7 miles	<p>Boutiques, national retailers, antiques, galleries, and restaurants. Events throughout the summer:</p> <ul style="list-style-type: none"> •“Lunch Music” -Free lunchtime concerts •“Street Life” -Performers stationed throughout Red Bank •Summer Series: Free jazz, movies, entertainment in the park •A trolley transports shoppers between Red Bank and the Grove Shopping Center
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Other Major Shopping Centers

Shopping Destination	Location	Anchors/Sample Stores	Entertainment
Monmouth Mall 1.5 million sf 150 stores	Eatontown, NJ 4 miles from LBP	Anchors: JCPenney, Lord & Taylor, and Macy's	Movie theater, Children's rides, Arcade games at Johnny Rockets
Freehold Raceway Mall 1.7 million sf 215 stores	Freehold, NJ 17 miles from LBP	Anchors: Nordstrom, Macy's, Sears, JC Penney, Lord & Taylor	Movie theater, Build-A-Bear Workshop, Carousel, Children's play area, Color Me Mine (Paint your own pottery studio)
Jersey Shore Premium Outlets 435,000 sf 120 stores	Tinton Falls, NJ 12 miles from LBP	Sample Stores: Ann Taylor, Brooks Brothers, Burberry, and Tommy Hilfiger	None

Local Market Real Estate Data

Pier Village rent information

- Oceanfront retail: mid \$30's/sf
- Off-oceanfront retail: high \$20's to low \$30/sf
- Estimated retail sales/sq ft: \$600-\$700/sf (AKRF assumption)
- Vacancy rate: < 5%
- Pier Village boardwalk restaurants: high \$30's/sf to \$40/sf range

Long Branch other areas rent information

- Low range: \$8/sf - \$15/sf
- High range: \$20/sf - \$33/sf
- Vacancy rate: approximately 10%

VISITATION and EXPENDITURE POTENTIAL

Visitation

Assumptions

- Daily peak season population in Long Branch
 - Average daily population **53,100**
 - Based on Monmouth County seasonal population study
- Residential population
 - 2010 population estimate **31,949**
- Resulting average daily visitor population
 - Peak season daily visitation **21,150**
- Remaining assumptions are unchanged

Visitation

Assumptions

- Annual visitation to Long Branch based on distribution of trip by season for New Jersey w/o Atlantic City
- From New Jersey 2010 Tourism Study
 - Peak season: **39%**
 - Shoulder season: **36%**
 - Off-peak season: **25%**

Visitation

Distribution of visitors by season

	Peak months	Shoulder months	Off-Peak months	Annual
	July, August, September	April, May, June, October, November, December	January, February, March	
Distribution by Season	39%	36%	25%	100%
Number of months in season	3	6	3	12
Number of weeks in season	13.1	26.1	12.9	52.1
Number of days in season	92	183	90	365

Visitation per day and per season

	Peak months		Shoulder months		Off-Peak months		Annual	
	per day	per season	per day	per season	per day	per season	per day	per year
Total average population in Long Branch sewer district	53,100	4,885,200	41,764	7,642,875	44,743	4,026,825	45,356	16,554,900
Long Branch residents	31,949		31,949		31,949		31,949	
Visitors to Long Branch	21,151	1,945,892	9,815	1,796,208	12,794	1,151,415	13,407	4,893,515

Expenditure Potential

Assumptions

- Distribution of day trippers vs. overnight visitors
 - Day trippers: **69%**
 - Overnight visitors: **31%**
 - New Jersey 2010 Tourism Study
- Per person per day expenditures
 - Average w/o Atlantic City: **\$55 per person per day**
 - Day trippers: **\$48 per person per day**
 - Overnight visitors: **\$70 per person per day**
 - New Jersey 2010 Tourism Study

Expenditure Potential

Assumptions by retail category

— Restaurant

- Expenditure as a percent of daily spending: **30.9%**
- Source: Monmouth County Tourism
- Sales per square foot: **\$631**
- Source: ULI Dollars & Cents, upper deciles, community & super community center, local chain

Expenditure Potential

Assumptions by retail category

– Accommodations

- Expenditure as a percent of daily spending: **27.1%**
- Source: Monmouth County Tourism
- Average Room Rate: **\$300**
- Source: Blended rate for Ocean Place and Bungalow Hotels

Expenditure Potential

Assumptions by retail category

– Shopping

- Expenditure as a percent of daily spending: **22.5%**
- Source: Monmouth County Tourism
- Sales per square foot: **\$552**
- Source: ULI Dollars & Cents, upper deciles, community & super community center, all tenants

Expenditure Potential

Assumptions by retail category

– Entertainment

- Expenditure as a percent of daily spending: **14.6%**
- Monmouth County Tourism
- Sales per square foot: **\$450**
- Source: ULI Dollars & Cents, super community/community shopping center (median for restaurant with liquor)

Expenditure Potential

Expenditure per day and per season

	Peak months		Shoulder months		Off-Peak months		Annual	
	per day	per season	per day	per season	per day	per season	per day	per year
Visitor days	21,151	1,945,892	9,815	1,796,208	12,794	1,151,415	13,407	4,893,515
Day trippers	14,594	1,342,665	6,773	1,239,384	8,828	794,477	9,251	3,376,526
Expenditures	\$704,316	\$64,797,036	\$326,845	\$59,812,649	\$426,016	\$38,341,441	\$446,441	\$162,951,126
Overnight visitors	6,557	603,227	3,043	556,824	3,966	356,939	4,156	1,516,990
Expenditures	\$458,977	\$42,225,856	\$212,993	\$38,977,714	\$277,619	\$24,985,714	\$290,930	\$106,189,284
Total Expenditure Potential	\$1,163,292	\$107,022,892	\$539,838	\$98,790,362	\$703,635	\$63,327,155	\$737,371	\$269,140,410

Expenditure Potential

Total Untapped Expenditure Potential by Category

Expenditure by category	Visitors	Peak months	Shoulder months	Off-Peak months	Annual
Restaurants					
Percent of total	30.9%				
Total demand		\$31,031,938	\$28,644,866	\$18,261,594	\$83,164,387
Sales per SF	\$631				
Total Demand Potential in SF		196,716	90,792	115,763	131,798
Shopping					
Percent of total	22.5%				
Total demand		\$24,080,366	\$22,228,030	\$14,248,748	\$60,556,592
Sales per SF	\$552				
Total Demand Potential in SF		174,495	80,536	103,252	109,704
Entertainment					
Percent of total	14.6%				
Total demand		\$15,625,518	\$14,423,555	\$9,245,877	\$39,294,500
Sales per SF	\$450				
Total Demand Potential in SF		138,893	64,105	82,186	87,321

Expenditure Potential Captured

Assumptions

- 69% of visitors are day trippers
 - Day trippers are expected to spend 90% of their expenditure potential at destination, since they come specifically to visit Long Branch.
- 31% are overnight visitors
 - Overnight visitors are expected to spend a significant portion outside of Long Branch.
 - TIA reports that 37% of overnight beach visitors conduct sightseeing activities in addition to their primary travel purpose. Overnight visitors therefore spend 63% of their expenditure potential in Long Branch.
 - Sightseeing destinations are assumed to be outside of Long Branch.

Expenditure Potential Captured

Expenditure by category	Visitors	Peak months	Shoulder months	Off-Peak months	Annual
Restaurants					
Total Demand Potential in SF		196,716	90,792	115,763	131,798
Day trippers	69%	19,270,834	17,788,462	11,340,450	51,645,084
Overnight visitors	31%	6,060,538	5,594,342	3,566,489	16,242,005
Total demand		25,331,371	23,382,804	14,906,939	67,887,089
Demand in SF		160,579	148,227	94,497	107,587
Shopping					
Total Demand Potential in SF		174,495	80,536	103,252	109,704
Day trippers	69%	14,953,907	13,803,607	8,848,472	37,605,644
Overnight visitors	31%	4,702,895	4,341,134	2,782,780	11,826,702
Total demand		19,656,803	18,144,741	11,631,253	49,432,346
Demand in SF		142,441	131,484	84,284	89,551
Entertainment					
Total Demand Potential in SF		138,893	64,105	82,186	87,321
Day trippers	69%	9,703,447	8,957,028	5,741,690	24,401,884
Overnight visitors	31%	3,051,664	2,816,920	1,805,720	7,674,216
Total demand		12,755,110	11,773,948	7,547,410	32,076,100
Demand in SF		113,379	104,657	67,088	71,280

Expenditure Potential Captured

Findings

- Long Branch could potentially capture 81.6% of the total expenditure potential in retail, restaurant and entertainment categories.
 - Restaurants: 107,000 square feet
 - Retail: 90,000 square feet
 - Entertainment: 71,000 square feet
- In addition, commuters will add to the expenditure potential of tourists.
- Based on survey conducted for the Staten Island Ferry, ferry commuters spend approximately \$2.5 per day in the ferry terminal area.
- With an estimated 400 commuters per day the total annual expenditure potential of ferry commuters is about \$365,000.
- Using a sales per square foot ratio of \$500 results in additional demand of approximately 700 square feet.

CONSUMER PROFILES (TAPESTRY SEGMENTATION)


Tapestry Segmentation

What is it?

- The 65-segment Tapestry Segmentation system classifies US neighborhoods based on their socioeconomic and demographic compositions and consumption patterns.
- Segments are categorized into 12 life mode summary groups based on lifestyle and life stage.
- Group L1, High Society, consists of the seven most affluent segments, whereas Group L5, Senior Styles, includes the nine segments with a high presence of seniors.

Tapestry Segmentation

Trade Area Segments

Category	Total	Percent	Most affluent
L1. High Society	1,849,873	28%	
L2. Upscale Avenues	1,717,659	26%	
L3. Metropolis	696,678	10%	
L4. Solo Acts	440,892	7%	
L5. Senior Styles	740,376	11%	
L6. Scholars & Patriots	25,014	0%	
L7. High Hopes	82,814	1%	
L8. Global Roots	593,511	9%	
L9. Family Portrait	209,068	3%	
L10. Traditional Living	540,940	8%	
L11. Factories & Farms	970	0%	
L12. American Quilt	5,124	0%	Least affluent

Tapestry Segmentation

Segments	Percent of Total	Median HH Income	Socioeconomic Characteristics	Consumption Characteristics
High Society	28%	\$101,000	Affluent & well educated Engaged & active	Only the best
Upscale Avenues	26%	\$70,000	Higher earnings & well educated Healthy & conscious	Upscale
Metropolis	10%	\$43,200	Average earning & educated Interested & moderate	Moderate
Solo Acts	7%	From \$44,000 To \$94,000	Starting-out & educated Cultured & frugal	Modest with occasional upscale
Senior Styles	11%	\$45,200	Either affluent & active or settled & home-bound	Either upscale or modest
Global Roots	9%	\$31,000	Modest & diverse Global ties & simple pleasures	Modest
Traditional Living	8%	NA	Established & hard working family-oriented & simple pleasures	Frugal

Tapestry Segmentation

Impact on Commercial Offering Mix

- Over 60% of all visitors prefer to shop in upscale and high-end stores, such as Nordstrom.
- Many within the two most affluent groups visit the performing arts, museums, etc. join charitable organizations and support environmental groups.
- Members of the two segments stay fit by exercising, enjoy spending time with their families, and dine out.
- Less affluent segments prefer less active entertainment options, such as movies and ball games and shop at stores such as Target, Macy's and Costco.

Tapestry Segmentation

Recommended Commercial Mix

- The majority of retail, restaurant and entertainment options (65% percent) should target affluent to very affluent customers.
- The remaining 35% should offer products within the moderate price segment.
- Entertainment options should take into account the high education level of potential customers and offer cultural and educational activities that are in-line with customer preferences.
- Most target customers prefer a very active, healthy lifestyle. The future offering should include active entertainment options, such as climbing walls and skating ramps that support the desire for outdoor activities and provide a contextual environment for retailers.

DEVELOPMENT PROGRAM: ORIGINAL AND REVISED

Original Program Areas

Original Program Areas Based on the Skanska Cost Estimates

Use	Pod & Path Scheme Size (sf)	Conventional Scheme Size (sf)	Shaped Scheme Size (sf)
Winter Garden	5,953	4,500	4,500
Event Space	10,962	13,300	12,419
Family Entertainment	10,960	11,200	10,960
Restaurants	16,542	18,490	18,490
Ferry Terminal	4,675	2,700	4,361
TOTAL	49,092	50,190	50,730

Insights: Selected Comparable Piers

Navy Pier Chicago, IL	Stearns Wharf Santa Barbara, CA	Steel Pier Atlantic City, NJ	Brighton Pier Brighton, UK	Pier 39 San Francisco, CA	St. Petersburg Pier St. Petersburg, FL
Program					
<ul style="list-style-type: none"> • Restaurants/food court/retail • Event Space (Winter Garden) • Outdoor stage • Amusement Park w/45 meter Ferris Wheel • Museums(2) & Theater • IMAX • Exhibition/meeting space • Ballroom • Excursions & dinner cruises 	<ul style="list-style-type: none"> • Restaurants/Retail • Educational venue • Entertainment • Recreation: fishing, whale watching 	<ul style="list-style-type: none"> • Amusement park w/24 rides • Live shows • Boardwalk food kiosks (pier located adjacent to AC boardwalk and casinos) 	<ul style="list-style-type: none"> • Amusement park • Event Space • Restaurants/food court 	<ul style="list-style-type: none"> • Restaurants/Retail • Amusement park • Aquarium • 300 slip marina 	<ul style="list-style-type: none"> • Restaurants/Retail • Event Space • Aquarium • Marine education Center and museum store • Excursions and dinner cruises • Recreation: bike and boat rentals, fishing
Annual Visitation					
<ul style="list-style-type: none"> • 8 million (73% -Chicago metro, 24% -Midwest, 3% - international) • Open year round (Memorial Day to Labor peak season) 	<ul style="list-style-type: none"> • Over 2 million • Open year round 	<ul style="list-style-type: none"> • Captures share of 33 million visitors to AC • Open seasonally: 99 days (Memorial Day to Labor Day) 	<ul style="list-style-type: none"> • 3.5 million • Open year round 	<ul style="list-style-type: none"> • Over 14 million (73% - US, 27% - international) • Open year round 	<ul style="list-style-type: none"> • Over 1.2 million • Open year round
Ownership					
Public	Public	Private	Private	Private	Public

Insights: Selected Comparable Piers

- All are destinations with offerings unique from immediate surrounding area
- All contain retail and restaurants, but amusements, entertainment, cultural and/or educational venues are the predominate draw
- All contain offerings attractive to families
- Most take advantage of water location by offering water related activities such as sight-seeing excursions and dinner cruises
- Most layouts have short distances between attractions
- None offer ferry service (note: there is a ferry service adjacent to Pier 39 in San Francisco which is privately owned and not part of Pier 39)

Revised Program Areas

Use	Size (sf)	Percent
Indoor		
<u>Entertainment for Adults</u>	35,000	46%
Music venue/club	20,000	26%
Winter Garden & Event space (weddings, private parties)	5,000* 10,000*	6% 14%
<u>Lifestyle Entertainment</u>	10,000	14%
Educational/family learning center	5,000	7%
Contextual activities	5,000	7%
<u>Restaurants & Stores</u>	25,000	33%
Restaurants	17,000	10%
Retail Stores	8,000	22%
<u>Ferry Terminal</u>	1,500	2%
<u>Support Structures</u>	5,000	6%
<u>Total</u>	<u>76,500</u>	<u>100%</u>

Goal of Revised Pier Program

- Increase program areas: Leasable program area increased by approximately 25,000 sf to take advantage of available visitor expenditures
- Create a fun year-round destination with mix of entertainment and restaurant offerings and other amenities to appeal to a wide audience
- Create an iconic venue taking advantage of a unique ocean location and great views
- Mitigate seasonality impacts: program uses geared toward year-round venues

Comparable Entertainment Venues for Adults

Ram's Head Live

Located in Baltimore, MD

An indoor music venue that has live performances, with five bars, two food kiosks, and three levels to view the stage

Size: 26,000 sf

Tickets: \$7-\$40

Food/Snacks: \$4-\$9

Private party area (with full dinner option) can accommodate up to 150 people

City Winery

Located in Manhattan

A winery with wine tasting seminars/events, a restaurant, music venue, and two private event spaces

Size: 21,000 sf

Tickets: \$15-\$20

Maximum capacity: 800 people
(500 seated, 300 standing)

Comparable Outdoor Concert Space

Pier Six Pavilion
Located in Baltimore, MD
An outdoor concert venue with a large tent (70 foot tall masts, dressing rooms, a green room, production office, and box offices and concession areas), views of the Baltimore Harbor.
Capacity: 4,000 people (includes 3,000 seats and 1,000 lawn spaces)
Tickets: \$20-\$95
Concerts from June to September

Comparable Family Entertainment

Rory Meyers Children's Adventure Garden

Located in Dallas, TX

Interactive children's center that includes walks through wetlands, tree canopy, and interactive plant models that teach children about plant biology.

Size: 9,100 sf
(15 indoor/outdoor classrooms)

Ticket Prices: \$12 adults, \$8 children

Opens in 2012

New Jersey Children's Museum

Located in Paramus, NJ

Interactive children's museum with exhibits such as a helicopter, fire truck, and fossil cave.

Size: 15,000 sf
(20 exhibit areas)

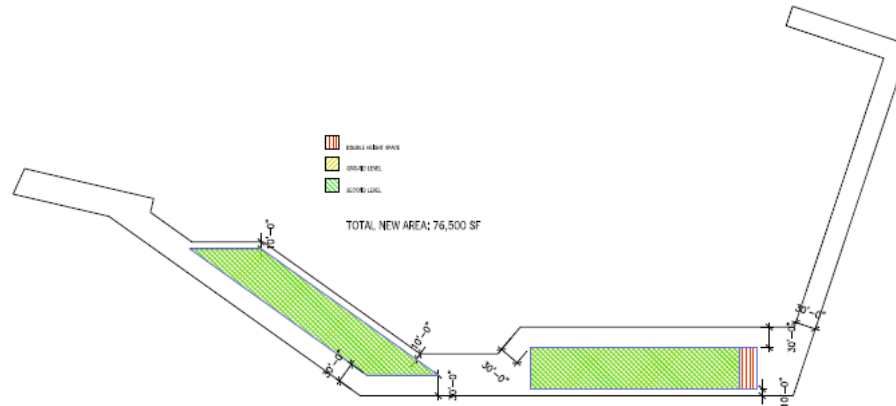
Ticket Prices: \$8 adults/children

Comparable Catering/Event Spaces

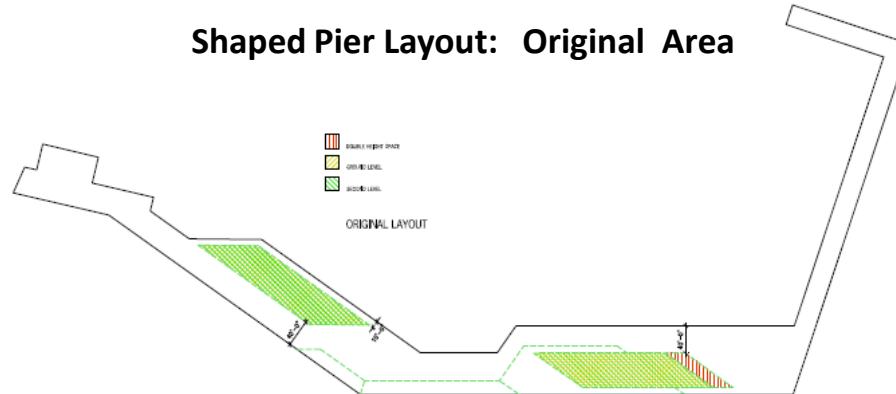
Abigail Kirsch's Catering Facilities for fundraisers, corporate events, and weddings and other celebrations	
Pier Sixty	The Lighthouse
Located in Manhattan (near Chelsea Piers)	Located in Manhattan (near Chelsea Piers)
NYC's largest catering space with water views. Moveable walls allow it to accommodate different-sized groups.	Combination of indoor and outdoor catering space situated next to the Hudson River.
Size: 20,560 sf Includes 7 reception rooms	Size: 9,987 sf Includes 6 reception rooms
Maximum capacity: 2,000 people	Maximum Capacity: 800 people
Price: \$170-\$215/person	Price: \$135/person

Additional Program Area Impacts

Shaped Pier Layout: Additional Area



Shaped Pier Layout: Original Area



This diagram is for illustrative purposing only and demonstrates the impact of adding second floors and increasing building foot prints to accommodate the additional square footage without altering the pier structure. The diagrams show that the proposed program can fit in terms of a simple area calculation, these diagrams do not represent an updated architectural scheme.

Additional Program Area Impacts

Conventional Pier Layout: Original Area

Conventional Pier Layout: Additional Area



This diagram is for illustrative purposing only and demonstrates the impact of adding second floors and increasing building foot prints to accommodate the additional square footage without altering the pier structure. The diagrams show that the proposed program can fit in terms of a simple area calculation, these diagrams do not represent an updated architectural scheme.

Impacts of Additional Program Area

Additional Program Area Impacts on the Pier Design Concepts

The original pier concepts for the Conventional, Shaped, and Pod & Pathway schemes will be impacted by increasing the total program areas from approximately 50,000 square feet to 76,500 square feet.

Physical Character

- Major change in the overall “feel” of the pier as depicted in previous reports and the schemes presented to the public. The additional area will significantly change the designers assumption on how the building area is allocated on the pier in all schemes.

Pier Design Implications

- The diagrams (see following pages) do not take into consideration any potential criteria of the updated program elements - such as on which floor the various program elements should be located adjacencies, proportion of space, depth of space (often critical to retail spaces), height of space, and other considerations.

Impact on Views

- The original conceptual designs provided unobstructed views along the length of the pier. The graphic rendering of the schemes included in the previous report (Task 2 – Conceptual Development Alternatives) are no longer valid as there will be a major impact on the open space between structures and views.

Pier Schemes’ Adaptability for the Recommended Program

- The Shaped scheme is the most adaptable to accommodate a program change and the Conventional scheme is the least adaptable.
- Both schemes would require a much more in-depth review of design than the diagrams included in this report represent.
- The Pod & Pathway scheme can not accommodate the additional square footage without significant design changes of the pier structure.

Environmental Permitting Considerations

- The proposed increase in program area has not been assessed for impacts on environmental permitting and was not part of the scope of work for the economic analysis.
- Depending on decisions by the New Jersey Department of Environmental Protection (NJDEP), the proposed program recommendations may not result in an environmentally permissible design.

FINANCIAL FEASIBILITY ANALYSIS

Construction Cost Assumptions

Construction Cost for Pier Superstructures*

- Conventional Pier: \$59.6.2 million
- Shaped Pier: \$63.9 million
- Pod & Pathway Pier: \$63.9 million

Pier Buildings and Components	Conventional	Shaped	Pod & Pathway
Superstructure	\$53,810,400	\$53,810,400	\$53,810,400
Pier Elements	\$5,339,139	\$6,683,745	\$6,592,947
Bridge	\$0	\$3,000,000	\$3,000,000
Temporary Stage	\$500,000	\$500,000	\$500,000
Total	\$59,649,539	\$63,994,145	\$63,903,347

**includes hard and soft costs, pier elements, bridge, and temporary stage but excludes financing cost*

Pro Forma Summary

Baseline Rents:

- Winter Garden/Event space (private portion): \$37/sf
- Winter Garden public portion will be rented out on a limited basis.
- Music Club: \$48/sf
- Restaurant: \$50/sf
- Retail: \$35/sf
- Educational/family learning center: \$10/sf

Tenant Improvement (TI's) allowances:

- Music venue/club: \$100/sf
- Restaurants: \$150/sf
- Retail: \$60/sf
- Educational/Cultural Space: \$50/sf
- Winter Garden/Event space: \$150/sf (for event portion only)

Operations and Maintenance:

- Repair and replacement reserve added (superstructures and elements only)
- 5% of Net Operating Income (NOI)

Pro Forma Assumptions

Music venue/club rent assumptions*

- Capacity: 465 seats
(based 43sf per person estimate that includes stage area)
- Average revenue/seat: \$150/seat
(includes concert ticket, food & alcohol sales)
- Operating days: 275
- Annual projected sales revenue: \$19.2 million
- Sales/sf: \$959/sf
- Rent: \$48/sf (5% of sales)

** Assumptions based on input from interview with Jerry Bakal from AEG/Concerts East*

Pro Forma Assumptions

Event Space assumptions*

- Capacity: 375
Assumptions based on wedding and bar mitzvah events
(40 sf per person that includes dance floor area)
- Average revenue/head: \$180/person (includes catering)
- Operating days per week: 2.75
- Total Operating days per year: 163 (45% utilization)
- Annual sales revenue: \$11 million
- Sales/sf: \$734/sf
- Rent: \$37/sf (5% of sales)

Winter Garden Space (public) assumptions

- Same as above but private use weekend only

** Assumptions based on input from interviews with John Lombardo (Branches Catering) and Brian Czechowski (Ocean Place)*

Pro Forma Assumptions

Restaurant rent assumption*

- Rent: \$50/sf

** Assumption based on input from interview with Tim McMahon (Manager-McLoones) who stated that they would pay a higher rent of \$50/sf for a restaurant location on the pier because of expected increased visitation to Long Branch due to the addition of the pier. They are currently paying \$40/sf.*

Education/family learning center rent assumption*

- Rent: \$10/sf

** AKRF has lowered the previous pro forma rent of \$20/sf taking into consideration that the City may want to attract a strategic educational/cultural non-profit that could draw for visitation and increase overall spending at the pier and Pier Village in lieu of charging a higher rent. For example, Gabe Barabas from the New Jersey Repertory Theater is interested in operating a children's theater venue on the pier.*

Pro Forma Assumptions

Tenant Improvement (TI's) allowances*:

- Music venue/club: \$100/sf
- Restaurants: \$150/sf
- Event space: \$150/sf
- Winter Garden (public portion): no TI

** Assumptions based on input from interviews with Gregg Russo (Applied Development Co) and Tim McMahon (McLoones)*

Repair & Replacement Reserve*:

- 5% of Net Operating Income (NOI)

** AKRF estimate*

Increased Rents Due to Iconic Character

Higher potential rents

- Higher visitation correlates to higher rents
- AKRF estimate: 10% - 20%
- For the purpose of the analysis 15% increase used based on CLB recommendation.

Examples:

- Guggenheim Bilbao
 - Increased visitation >700%
- Millennium Park Chicago
 - Increased visitation to Chicago ~23% (no other competing venue when Millennium Park opened in 2004, however, 23% increase extends to 2010)
- Central Berlin
 - Increased visitation ~17%
- Museum expansions (see following slides)
 - Increased visitation ~35% (average) and 24% (mean)

Attendance Growth for Expanded or Renovated Museums

Museum	Type	Year	Attendance Pre	Attendance Post	Growth
American Museum of Natural History ¹	Expansion	2000	2,292,000	2,847,000	24%
MOMA	Relocation & Expansion	2004	1,500,000	2,560,000	71%
New Museum of NY City	Relocation & Expansion	2007	90,000	100,000	11%
Museum of Art & Design	Relocation & Expansion	2008	140,000	235,000	68%
Natural History Museum-LA ²	Renovation	2010	115,000	162,000	41%
Museum of Science & Industry	Renovation	2010	1,214,300	1,315,500	8%
The National World War II Museum ³	Expansion	2009	300,000	365,000	22%
<i>Average</i>			<i>807,000</i>	<i>1,084,000</i>	<i>35%</i>
<i>Median</i>			<i>300,000</i>	<i>365,000</i>	<i>24%</i>

Notes:

1. Attendance figures and growth represent paid attendance only
2. Attendance figures and growth only represent first quarter of the fiscal year
3. Attendance figures pre-expansion are from years prior to Hurricane Katrina

Source: Management Resources, *Intrepid Sea, Air & Space Museum: Shuttle Enterprise Feasibility Study*, July 2011.

Operational Cost Assumptions

Operation & Maintenance

- Maintenance cost for the pier are estimated to be approximately \$4.7 per square foot, similar to the operational cost per square foot ratio for the Santa Monica Pier
- Beach concerts will require a one-time investment of \$500,000 from the city and are projected to be approximately \$150,000 in maintenance cost per year

Other Revenue Assumptions

Rents & Revenues

- Excursion operations are expected to generate \$5 per linear foot for approximately 120 dockings per year
- Revenues for the City from beach concerts are estimated to be 30% of total revenues generated by concerts

General Financial Assumptions

Financial Assumptions

Cap Rates, Reversion, Discount Rate

Retail Cap Rate	6.5%
Sale Costs	1.5%
Discount Rate for NPV	6.5%

Annual Escalation

Rents	3.0%
Operating Costs & Taxes	3.0%

Interest Only, Tax-Exempt Mortgage Bonds

Interest Rate	4.2%
Bond Reserve	0%
Term - years	30
Balloon payment after yr. 20	

PROFORMA RESULTS and PIER SCHEME RECOMMENDATION

Proforma Analysis – NOI

Summary of Cash Flows - Cumulative			
Development Net Operating Income Before Tax	Conventional	Shaped	Pod & Path
Entertainment			
Music Venue/Club	\$26,884,604	\$30,794,849	\$28,228,835
Winter Garden Event Space	\$10,277,760	\$11,772,614	\$10,748,908
Winter Garden (public)	\$2,870,492	\$3,284,784	\$2,999,150
Lifestyle Entertainment			
Educational/family learning center	\$1,400,240	\$1,603,898	\$1,464,429
Contextual activities	\$4,900,839	\$5,186,043	\$5,125,501
Restaurants & Stores			
Retail Stores	\$7,249,236	\$8,714,904	\$7,957,086
Restaurants	\$22,003,310	\$26,451,955	\$24,151,785
Total NOI Before Taxes	\$75,586,481	\$87,809,047	\$80,675,695
Excursion Net Operating Income Before Property Tax	\$2,114,063	\$2,114,063	\$2,114,063
Beach Concerts	\$4,404,298	\$4,404,298	\$4,404,298
Pier Maintenance and Operation	-\$19,817,953	-\$20,431,729	-\$20,072,424
<u>Total Net Operating Income</u>	<u>\$62,286,889</u>	<u>\$73,895,678</u>	<u>\$67,121,632</u>

Proforma Analysis – Cost

20-year Cumulative Cash Flow Summary - Undiscounted			
	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Total Net Operating Income (NOI)	\$62,286,889	\$73,895,678	\$67,121,632
Financing Cost (debt service interest only – tax exempt bonds)	-\$55,590,453	-\$60,085,302	-\$59,998,887
= <u>Operating Cash Flow</u>	\$6,696,436	\$13,810,376	\$7,122,745

Capital Cost Summary - Undiscounted			
Year 21	<u>Conventional</u>	<u>Shaped</u>	<u>Pod & Path</u>
Reversion (Sale or Refinancing)	\$75,201,861	\$87,944,873	\$80,683,582
- Construction Cost (=Bond Principal)	-\$66,607,682	-\$71,530,121	-\$71,427,247
= <u>Net Cash Flow from Development</u>	\$8,594,179	\$16,414,752	\$9,256,335

Proforma Analysis – Return Ratios

Conventional

Net Present Value (NPV)	\$4.1 million
Internal Rate of Return (IRR)	14.8%
Annualized NOI (average)	\$380,000
Positive NOI in Year	7
Net Cash in Yr. 21	\$8.6 million

Pod & Pathway

Net Present Value (NPV)	\$4.4 million
Internal Rate of Return (IRR)	14.4%
Annualized NOI (average)	\$308,000
Positive NOI in Year	7
Net Cash in Yr. 21	\$8 million

Shaped

Net Present Value (NPV)	\$9.7 million
Internal Rate of Return (IRR)	24.0%
Annualized NOI (average)	\$690,000
Positive NOI in Year	4
Net Cash in Yr. 21	\$16 million

Pier Scheme Recommendation

Shaped Scheme

Shaped Scheme

From an economic analysis perspective only, the Shaped Scheme concept is recommended for LBP. Additional design work and economic analysis will be required for adjustments to this scheme to address architectural design and functional issues.

Produces Best Financial Returns

- Highest NOI, NPV, IRR of the three schemes
- Produces the greatest amount of net operating cash flow and can make a contribution toward the cost of the pier structure .

Good balance between design and commercial viability

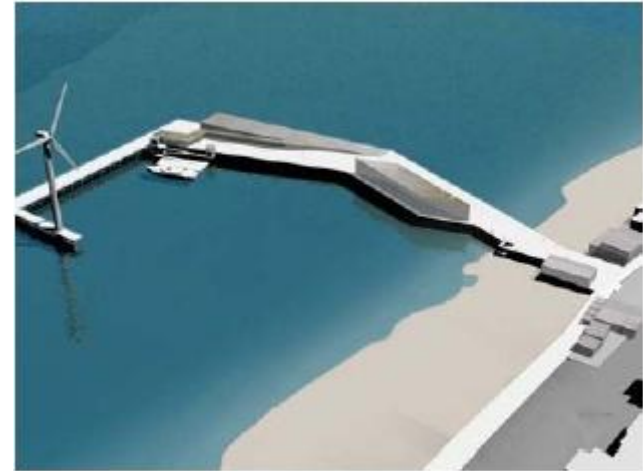
- Distinctive “iconic” design – capability to create the “Bilbao effect” and drive higher visitation and higher rents.

Proximity of uses

- Provides commercial tenants good visibility and access to foot traffic (important attribute especially during the shoulder seasons and slow periods).

Tenant spaces

- Configuration is not too “unique” allowing the City greater flexibility in attracting tenants and releasing space .



Minutes of Meeting

Project Name: Long Branch Pier & Ferry Terminal Economic Analysis
Project No.: 109112
Meeting Date: 06/03/2011
Meeting Location: Conference Call
Meeting No.: E3
Meeting Purpose: Progress Conference Call #2
Start Time: 3:30 PM
End Time: 4:30 PM
Report Date: 06/07/2011
Signed: Christopher M. Mase
Reviewed by: Keith Rowan

Attending: (copies to all)

Name	Organization		Tel No	E-Mail
Howard Woolley	City of Long Branch	CLB*	732-571-5645	hwoolley@ci.long-branch.nj.us
Ralph Basile	BBP LLC	BBP*	443-261-1981	rbasile@bbpallc.com
Robert Beckelman	Greenbaum, Rowe, Smith & Davis	GRS*	732-476-2448	rbeckelman@greenbaumlaw.com
Chris Mase	McLaren Engineering Group	MEG	845-353-6400	cmase@mgmclaren.com
Peter Liebowitz	AKRF	AKRF	646-388-9747	pliebowitz@akrf.com
Keith Rowan	AKRF	AKRF	646-388-9764	rrowan@akrf.com
Christian Michel	AKRF	AKRF	646-388-9753	cmichel@akrf.com
Jocelyn Torio	AKRF	AKRF	646-388-9753	JTorio@akrf.com

* CLB, BBP and GRS are collectively referred to as CLB unless otherwise noted.

Copy Also

Name	Organization		Tel No	E-Mail
Malcolm McLaren	McLaren Engineering Group	MEG	845-353-6400	mmclaren@mgmclaren.com
Stephen Frech	McLaren Engineering Group	MEG	845-353-6400	srech@mgmclaren.com
Rick Cook	Cook + Fox Architects	C+ F	212-477-0287	rcook@cookplusfox.com
Mark Rusitzky	Cook + Fox Architects	C+ F	212-477-0287	mrusitzky@cookplusfox.com
Karin Bacon	Karin Bacon Enterprises	KBE	212-307-9641	karinbacon@kbenyc.com
Mayor Adam Schneider	City of Long Branch	CLB	732-571-5640	Mayor-lawoffice@comcast.net
Rai Fernandez	Bermello Ajamil	BA	212-334-2050	rfernandez@bermelloajamil.com

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M. G. McLAREN, P.C.

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West Nyack, New York 10994

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On the web: www.mgmclaren.com

<u>Item</u>	<u>Description</u>	<u>Action</u>
<u>Items From Economics Analysis Conference Call No. 2</u>		
E3.01	Prior to the meeting, AKRF issued a 41 page read-ahead labeled "Demand and Supply Assessment." It was agreed that this call would be formatted such that AKRF reviewed the read-ahead while CLB and any other parties interjected with questions throughout.	
E3.02	AKRF began by providing a summary of the current trade area, which is now inclusive of a Primary Trade Area (30 min drive time from LB), Secondary Trade Area (60 min drive time from LB), and Tertiary Trade Area (90 min drive time from LB). Population and income statistics, along with tapestry segments for the trade areas were presented. Among other things, these statistics indicate that the residents in the primary trade area have an above average household income and potentially more disposable income than the other trade areas.	
E3.03	AKRF noted that New Jersey has seen a tourism decline as a result of the recession. People tend to take trips closer to home rather than travel long distances.	
E3.04	CLB presented statistics on income from beachgoers during the most recent Memorial Day Weekend. The total revenue for 2011 Memorial Day was \$207K, up from \$150K in 2010 and \$84K in 2009. The increase in revenue is partially attributed to an increase in permit cost, however there was still a significant rise in traffic.	
E3.05	AKRF has began interviews, and specifically referenced their conversation with Pier Village. The Pier Village retail space is filled to 96% capacity with only one vacancy. It is anticipated that this vacancy will be filled in the near future. Pier Village is a year round destination and the residents who live there are not the main drivers of the retail business. While they are less busy during the off-peak months of fall, winter, and spring, they still maintain a large draw throughout the year.	
E3.06	AKRF identified 700 parking spots in the project vicinity (surface and garage). CLB estimates there are actually closer to 1000 spaces. CLB to provide data on available parking spaces.	CLB
E3.07	All parties spoke about the Broadway Arts project. A new development team is being sought out and the project may move forward in 2012. According to CLB, if the project moves forward, it will be on a smaller scale then the original plans.	
E3.08	Other proposed development projects discussed include a 30 unit residential development with retail on Broadway and Third Ave, and an apartment/retail complex being considered by Ocean Place. CLB recommends that traffic from potential developments not be factored into the economic analysis. Any draw from potential developments could be considered "icing on the cake."	
E3.09	AKRF presented preliminary results from their intercept surveys, which were conducted on a weekend at Pier Village. 66% of respondents were from the primary trade area, followed by 22% from the secondary trade area and 12% from the tertiary trade area.	
E3.10	AKRF spoke to Branches Catering and Ocean Place and learned that the	

catering/wedding business is very strong. There is high interest in such a venue on the pier. Branches Catering suggests that a well designed venue for weddings and events which can accommodate 800-1000 people be considered for the pier..

- E3.11 AKRF mentioned that Concerts East/AEG is interested in investing in a 350-400 seat music club (indoor/outdoor bar/restaurant) on the proposed pier. They recommend 3,500-4,000 seat venue for outdoor concerts in order to book name acts.
- E3.12 AKRF presented a list of competitive beachfront communities which included Keansburg, Asbury Park, and Point Pleasant, Atlantic Highlands, Highlands, and Spring Lake. CLB recommends that Spring Lake be removed from the list and Belmar be added.
- E3.13 AKRF presented a range of retail rent at Pier Village, which was compared to other areas of Long Branch.
- E3.14 AKRF estimates 6.5M annual visitor days to Long Branch. CLB commented that the number seems high however they had never really seen the statistical breakdown. AKRF will continue to refine this number as necessary. It is anticipated that 39% of visitors will visit during peak season (summer), 36% will visit during shoulder months (spring/fall) and 25% will visit during off peak (winter).
- E3.15 AKRF introduced data on expenditure potential of visitors to Long Branch (AKRF's analysis is based on data from the New Jersey 2010 Tourism Study and the Monmouth County Tourism board). It was noted that expenditures presented are gross for all Long Branch visitors and does not deduct what consumers may spend at beach front destinations other than Long Branch, nor reflect a deduction for the anticipated expansion of 40,000 – 50,000 sf retail in Pier Village Phase III. The preliminary estimates of potential demand in square feet (sf) are: restaurants - 176,000 sf, retail 147,000 sf, and entertainment 298,000 sf. AKRF estimates that Long Branch will likely capture about 70%-80% of gross demand.
- E3.16 AKRF estimates \$600-\$700 in sales per square foot at Long Branch retail establishments. CLB recommends that AKRF utilize sales tax info to get an accurate number. CLB will send AKRF sales tax data. CLB
- E3.17 CLB noted that the slides pertaining to "Visitor Origination" seem out of place in this document. AKRF agrees they should be presented earlier, and this will be reflected in formal submissions down the road. AKRF
- E3.18 Conference Call #3 was scheduled for Wednesday, June 15 at 2:30 PM. MEG to schedule. AKRF to present read-through document at least 24 hours in advance of call. MEG/AKRF

ACTION ITEMS

- AE3.06 CLB to provide data on parking spaces. CLB
- AE3.16 CLB to provide sales tax data for retail establishments. CLB
- AE3.17 AKRF to revise location of "Visitor Origination" information in future presentations. AKRF

AE3.18 MEG to schedule next conference call. AKRF to present read-through at least a full MEG/AKRF day in advance.

The preceding minutes have been developed for the referenced meeting. Please advise the author of any corrections or omissions within five days. If no such notification is received, the minutes will be understood to be complete and accurate. If notification is received within five days, it will be reviewed and revised minutes will be transmitted to original recipients of the minutes.

Minutes of Meeting

Project Name: Long Branch Pier & Ferry Terminal Economic Analysis
Project No.: 109112
Meeting Date: 07/14/2011
Meeting Location: Conference Call
Meeting No.: E05
Meeting Purpose: Progress Conference Call #4
Start Time: 3:00 PM
End Time: 4:30 PM
Report Date: 7/21/2011
Signed: Christopher M. Mase
Reviewed by: Keith Rowan

Attending: (copies to all)

Name	Organization		Tel No	E-Mail
Howard Woolley	City of Long Branch	CLB*	732-571-5645	hwoolley@ci.long-branch.nj.us
Ralph Basile	BBP LLC	BBP*	443-261-1981	rbasile@bbpallc.com
Robert Beckelman	Greenbaum, Rowe, Smith & Davis	GRS*	732-476-2448	rbeckelman@greenbaumlaw.com
Malcolm McLaren	McLaren Engineering Group	MEG	845-353-6400	mmclaren@mgmclaren.com
Stephen Frech	McLaren Engineering Group	MEG	845-353-6400	sfrech@mgmclaren.com
Chris Mase	McLaren Engineering Group	MEG	845-353-6400	cmase@mgmclaren.com
Keith Rowan	AKRF	AKRF	646-388-9764	rrowan@akrf.com
Christian Michel	AKRF	AKRF	646-388-9753	cmichel@akrf.com
Mark Rusitzky	Cook + Fox Architects	C + F	212-477-0287	mrusitzky@cookplusfox.com
Heidi Theunissen	Cook + Fox Architects	C + F	212-477-0287	htheunissen@cookplusfox.com

*CLB, BBP and GRS are collectively referred to as CLB unless otherwise noted.

Copy Also

Name	Organization		Tel No	E-Mail
Rick Cook	Cook + Fox Architectes	C + F	212-477-0287	rcook@cookplusfox.com
Jocelyn Torio	AKRF	AKRF	646-388-9753	JTorio@akrf.com
Peter Liebowitz	AKRF	AKRF	646-388-9747	pliebowitz@akrf.com
Karin Bacon	Karin Bacon Enterprises	KBE	212-307-9641	karinbacon@kbenyc.com
Mayor Adam Schneider	City of Long Branch	CLB	732-571-5640	Mayor-lawoffice@comcast.net
Rai Fernandez	Bermello Ajamil	BA	212-334-2050	rfernandez@bermelloajamil.com

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Description

Items From Economics Analysis Conference Call No. 4

tions.”

Schemes (Conventional, Shaped, Pod and Pathways) have a positive Net Operating Income (NOI) after debt service (interest payments on tax-exempt bonds) for the Conventional and Pathway designs.

of the programs. As a result, AKRF recommends area of 76,500 sq ft for the buildings, about a 50% increase from the original total program square

program square footage. MEG responded that this hadn't been fully analyzed, however based on preliminary calculations, the Conventional and Shaped do. It is unlikely that the Pod and Pathways design will accommodate the proposed building areas without an increase in pier surface area.

structure) is \$54.5M for the Conventional option, \$63.1M for the Shaped option, and \$60.3M for the Pod & Pathways option.

thumb. Finance costs were assumed ~~as at 153%~~ (for the superstructures), separate from in addition to the soft costs.

primarily for the stage and equipment. Additionally, an estimated \$150,000 per year will be required to cover associated maintenance costs which

to date from beach access is \$808,489, up from \$625,015 from the same date in 2010.

rent for retail space as \$35 per sq ft. CLB commented that this base rent might be conservative, as Pier Village earns approximately \$35 per sq ft.

low for the planned restaurant/music venue. AKRF will do further research on the potential rent for this facility.

it only be operational for approximately half of the calendar days each year. CLB has requested that AKRF revisit the rent assumptions for the facility. CLB will re-evaluate this rent assumption.

dockings per year. The resulting assumed revenue (for a 145 ft vessel) is \$80,000 per year. As such, vessel excursions are not anticipated as a significant revenue source.

is a likelihood that educational space will generate little to no rent. AKRF will re-evaluate this rent assumption.

visitation rate increases as a result of the opening of facilities which demonstrate an “iconic character.” According to the slide, the Guggenheim Bilbao's higher visitation rate in a particular city may be partially attributed to factors other than a specific structure. AKRF will re-visit these assumptions.

structural design. A 10% increase in visitation is anticipated with the Pod & Pathway design. MEG questioned this assumption as the majority of the increase in visitation is due to the proximity of the spaces, compared to the Pod and Pathway layout which features isolated spaces. AKRF has factored this feature into the increased visitation factor.

Development of \$16.8M for the Conventional option, \$25.3M for the Shaped option, and \$18.8M for the Pod & Pathway option.

ACTION ITEMS

The preceding minutes have been developed for the referenced meeting. Please advise the author of any corrections or omissions within five days. If no such notification is received, the minutes will be understood to be complete and accurate. If notification is received within five days, it will be reviewed and revised minutes will be transmitted to original recipients of the minutes.

From: [Hofler, Martin](#)
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Burns, Donald \(FTA\)](#); [Chamberlain, Eve](#)
Subject: RE: Pier Project: Suggested Meeting times for Teleconference
Date: Tuesday, October 24, 2017 11:01:33 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[Long Branch Ferry Terminal.pdf](#)

Rosaria,

As you have requested, I am attaching the Long Branch Ferry Terminal study that was completed in 2011. It recommended that was infeasible to build a ferry terminal at that time.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Luperena, Rosaria (FTA) [<mailto:rosaria.luperena@dot.gov>]
Sent: Friday, October 20, 2017 10:59 AM
To: Hofler, Martin <Hofler@njtpa.org>
Cc: Burns, Donald (FTA) <Donald.Burns@dot.gov>
Subject: RE: Pier Project: Suggested Meeting times for Teleconference

Hi Martin,

Can you send to Donald and me the report that Robert sent you before the conference call. Thanks.
Rosie

From: Hofler, Martin [<mailto:Hofler@njtpa.org>]
Sent: Wednesday, October 11, 2017 10:12 AM
To: Robert Goodman <rgoodman@longbranch.org>
Cc: Chamberlain, Eve <echamberlain@njtpa.org>; Burns, Donald (FTA) <Donald.Burns@dot.gov>;
Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Subject: FW: Pier Project: Suggested Meeting times for Teleconference

Mr. Goodman,

If you confirm that 17 October at 2:00 is when the teleconference will begin, I will set-up the conference call telephone number and send an Outlook invitation.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Luperena, Rosaria (FTA) [<mailto:rosaria.luperena@dot.gov>]

Sent: Tuesday, October 10, 2017 11:52 AM

To: Chamberlain, Eve <echamberlain@njtpa.org>; Hofler, Martin <Hofler@njtpa.org>; Burns, Donald (FTA) <Donald.Burns@dot.gov>

Subject: RE: Pier Project: Suggested Meeting times for Teleconference

Oct 17th at 2pm is good for Donald and myself.

Thanks!

Rosie.

From: Chamberlain, Eve [<mailto:echamberlain@njtpa.org>]

Sent: Friday, October 06, 2017 11:17 AM

To: Hofler, Martin <Hofler@njtpa.org>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Subject: RE: Pier Project: Suggested Meeting times for Teleconference

Of those dates, I am available

Friday, October 13th at 1:30 pm

Tuesday, October 17th at 2:00 pm

Eve Chamberlain

973-639-8421

From: Hofler, Martin

Sent: Friday, October 06, 2017 11:15 AM

To: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Rosaria Luperena (FTA) <rosaria.luperena@dot.gov>; Chamberlain, Eve <echamberlain@njtpa.org>

Subject: FW: Pier Project: Suggested Meeting times for Teleconference

To all:

I am available on the following dates and times:

Wednesday, October 11th at 1:30 pm

Tuesday, October 17th at 2:00 pm

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

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Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Friday, October 06, 2017 11:10 AM

To: Hofler, Martin <Hofler@njtpa.org>; Chamberlain, Eve <echamberlain@njtpa.org>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Rosaria Luperena (FTA) <rosaria.luperena@dot.gov>

Cc: Ralph Basile <rbasile@vantagepointredm.com>; Robert Beckelman <rbeckelman@greenbaumlaw.com>

Subject: Pier Project: Suggested Meeting times for Teleconference

Team,

I have these openings in my calendar next week:

Wednesday, October 11th at 1:30 pm

Friday, October 13th at 1:30 pm

Tuesday, October 17th at 2:00 pm

Please advise which times work best for you and your team members. Thanks!

Best regards,

***** - Please note new office number***



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Subject: FW: Pier Project: Update on Long Branch Pier/Ferry Design project
Date: Friday, January 26, 2018 8:02:58 AM

Hi Donald,

Do you have a few minutes.

I'm out Monday.

Thanks.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, January 25, 2018 3:46 PM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Robert Beckelman <rbeckelman@greenbaumlaw.com>
Subject: Pier Project: Update on Long Branch Pier/Ferry Design project

Rosie,

I was wandering if you had any time available tomorrow between 11:15 am and 12:45 pm for quick discussion with myself and our legal counsel, Robert Beckelman regarding an important update regarding the Long Branch Pier/Ferry Design project.

If unavailable at that time, would you be able to provide us with your availability for Monday, January 29th?

This discussion should take no more than 20-30 minutes.

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert Goodman](#)
Cc: [Kevin Hayes](#); [Robert Beckelman](#); [Ralph Basile](#); [Michael Martin](#); [Davis, Darreyl \(FTA\)](#); [Duchatellier, Madeleine \(FTA\)](#); [Burns, Donald \(FTA\)](#)
Subject: RE: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work
Date: Thursday, February 08, 2018 8:05:10 AM

Good morning Robert.

Thank you for your kind words.

Let's have a discussion next week. Before we close out the project and/or grant application, there are still several items that the City need to finalize. I'll let you know when the FTA is available for a conference call.

Thank you.

Rosie

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

**** - Please note new office number**



Robert Goodman
Assistant Director
Office of Community and Economic Development

CITY OF LONG BRANCH
344 BROADWAY
LONG BRANCH, NEW JERSEY 07740
EMAIL: rgoodman@longbranch.org

732-923-2041 (o)
732-229-2800 (m)
732-263-0218 (f)

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

On behalf of the City of Long Branch, I am requesting the federal funds under grant numbers NJ040034 and NY040026 to be returned so that the City can continue and move further toward completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.

The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

<u>Preliminary Engineering/Design</u>	
<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Begin Preliminary Design	Feb. 10, 2016
Review/Assess Phase 1 Preliminary Design Findings/Assumptions	March 31, 2016
Advance Preliminary Design/Engineering	July 31, 2016
Begin Public Outreach	Aug. 31, 2016
Refine Engineering/Concept Designs	Nov. 30, 2016
Stakeholder Refinement of Preliminary Engineering/Concept Designs	Jan. 15, 2017

30% Complete Prelim Design	March 15, 2017
60% Complete Prelim Design	May 31, 2017
Complete Draft Conceptual Design Report	July 31, 2017
Release Request for Expression of Interest (RFEI) For Public-Private Partnership	Sept. 1, 2017
Review/Evaluate Responses to RFEI	Sept 30, 2017
Negotiate Public-Private Partnership to Advance/Fund Final Design	Nov. 30, 2017
Finalize Conceptual Design Report (100% Complete Preliminary Design)	Dec. 12, 2017
Complete Public Outreach	Dec. 13, 2017
Enter Public-Private Contract to Advance/Fund Final Design	Dec. 13, 2017
Presentation to City	Dec. 13, 2017
Contract Complete	Dec. 31, 2017
Grant Closeout	Dec. 31, 2017

12.79.00 PROJECT ADMINISTRATION

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	March 1, 2016
	Last Project Admin Expense	Dec. 1, 2017
	Contract Completion	Dec. 31, 2017
	Grant Closeout	Dec. 31, 2017

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final

design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

Sincerely,

Howard Woolley, Business Administrator

CC: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone

From: Howard H. Woolley, Jr., Administrator
To: [Luperena, Rosaria \(FTA\)](#); [Davis, Darreyl \(FTA\)](#)
Cc: [Robert Beckelman \(RBECKELMAN@greenbaumlaw.com\)](#); [Ralph Basile](#)
Subject: 3927940_1
Date: Friday, January 08, 2016 3:00:52 PM
Attachments: [3927940_1.docx](#)

Rosie,

Please review this new version. We tried to incorporate your suggestions. Let me know if is on the mark.

Howard H. Woolley, Jr.

Business Administrator

City of Long Branch

344 Broadway

Long Branch, NJ 07740

732-571-5645

hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

On behalf of the City of Long Branch, I am requesting the federal funds under grant numbers NJ040034 and NY040026 to be returned so that the City can continue and move further toward completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.

The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

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12.79.00 PROJECT ADMINISTRATION

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	March 1, 2016
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	Grant Closeout	Dec. 31, 2017

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final

design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

Sincerely,

Howard Woolley, Business Administrator

CC: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone

R# 72-17

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C chapter 53, and for any title 23 United States Code and other Federal statutes administered by the Federal Transit Administration.

WHEREAS, the Federal Transit Administrator has been delegated authority to award Federal financial assistance for a public transportation project;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant and may require the Applicant to provide the local share of the project cost;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project.

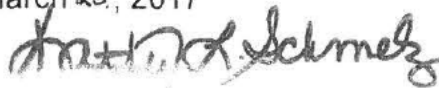
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Long Branch:

1. The Mayor or his/her designee is authorized to execute and file an application for Federal assistance on behalf of City of Long Branch with the Federal Transit Administration for Federal assistance authorized by 49.U.S.C. chapter 53, Title 23 United States Code or other Federal statutes authorizing a project administered by the Federal Transit Administration.
2. The Mayor or his/her designee is authorized to execute and file with its application(s) the annual certification and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement.
3. The Mayor or his/her designee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the City of Long Branch.

CERTIFICATION to AUTHORIZING RESOLUTION

The undersigned duly qualified City Clerk acting on behalf of the City of Long Branch, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the City of Long Branch held on March 28, 2017

(seal)



Kathy L. Schmelz, RMC, City Clerk

OFFERED: Sirianne
SECOND: Pallone
AYES: 5
NAYES: 0
ABSENT: 0
ABSTAIN: 0

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#)
Cc: [Brian Dowling](#)
Subject: call
Date: Thursday, June 03, 2010 12:37:09 PM

Ralph,

Are you available for a call tomorrow afternoon around 1:30 PM? I want to get fixed what we have to fix and talk about the next earmark project. If that doesn't work for you please give me some alternative dates and times.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

January 6, 2016

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation,
Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
By Recipient ID 3127, City of Long Branch, NJ

Dear Ms. Shazor,

At the direction of Rosie Luperena and Darreyl Davis, below is a summary of how FTA grant and local share funds have been expended to date under our Phase I contract, and how we propose under our Phase II contract to expend the remaining funds to continue engineering/design work on the Long Branch Millennium Ferry Terminal and Pier.

FTA Grant Funding

Grant NJ-04-0026-00 provided \$1,954,986 (FTA: \$1,563,989; local share: \$390,997), of which \$1,550,021 has been expended to date. The available funds remaining under this grant are \$404,965, which includes \$323,972 in unobligated federal funds and the remaining local share of \$80,993.

All funds under Grant NJ-04-0034-00 remain un-obligated and total \$2,215,400, which includes \$1,772,320 of federal funds and \$443,080 of local share.

Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is \$2,620,365, which includes \$2,096,292 of federal funds and \$485,958 of local share.



Local Share Funding

To fund the contribution by the City of Long Branch, the City secured two separate bonds of \$1 million each. The first bond was issued under City Ordinance 3-09 on 3/10/2009, and the second bond was issued under City Ordinance 41-11 on 12/27/2011.

To match the local share of FTA funding under both FTA grants, \$834,077 (\$390,997 + \$443,080) of these bond amounts was committed. To date, \$310,004 was expended in the Phase I contract, \$80,993 remains unobligated in NJ-04-0026-00 and \$443,080 remains unobligated in NJ-04-0034-00 (total: \$834,077).

The remaining bond funds of \$1,165,923 are being used to cover other City-related project costs.

Use of FTA and Local Share Funding

Phase I Contract

The Phase I contract work was performed by the McLaren Engineering Group team between January, 2009 and March, 2010. As noted above, Phase I work was completed at a cost of \$1,550,021 using funds obligated under Grant NJ-04-0026-00 and local share funds. A brief description of the Phase 1 work completed is outlined below:

Completion of (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study

public design charrette and program development meetings

pier alternatives, open space components and pier elements studies

terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation

ferry terminal design alternatives study

schematic design sketches

environmental approval and project permitting plan

renewable energy alternatives study

NJDEP pre-application meetings

support with Tidelands Council meetings re: riparian rights

final analyses to refine/complete schematic design

Proposed Phase II Contract

Phase II contract work would be performed by the following team: Thornton Tomasetti, Thompson Design Group, Lehr Jackson Associates, LIFT Group LLC, Moffit & Nichol, and Langan. This team was recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines.

A Phase II plan outline and budget was then submitted by the selected team, and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work proposed by this selected team is outlined below:

Task 1: review Phase 1 design assumptions, including landside program, pier and ferry terminal program, and design relative to post-Hurricane Sandy resiliency; review Phase 1, circulation, access and service and water transportation assumptions; review Phase 1 engineering, marine, structural and environmental assessments and assumptions; verify standards and requirements related to ferry terminal, fire code, access and emergency access, and all site constraints, including land, beach, bathymetry, height of pier and ferry terminal, climatic conditions, wave conditions, breakwater and bulkhead assumptions

Task 2: advance preliminary engineering, program and physical concept definitions, including pier layout and its potential impact upon a competitive ability with the ferry terminal, ferry operations, impact of seasonality on commercial activity performance and ferry ridership, and potential investor interest; develop preliminary engineering and physical concept design inclusive of commercial, public and ferry terminal spaces; incorporate the need for circulation, vehicles and other means of access for deliveries, operations and emergencies; provide preliminary input as needed to the City's cost estimator to refine previous pier and ferry terminal cost estimates

Task 3: prepare refined engineering and concept design's, including location and physical qualities of public and private spaces, commercial and service spaces, ferry rider user amenities, user-marine interface alternatives, and coordination of impact of the pier program on the overall pier structure with the ferry terminal

Task 4: stakeholder refinement of preliminary engineering and concept designs, including opportunities to receive feedback from key stakeholders

Task 5: conduct industry outreach process, select the most qualified partner, and execute a Memorandum of Understanding (MOU) by preparing technical work summaries, hosting an industry forum, defining the amount and direction of further engineering/design work needed to create a usable library of technical information, structuring a doable public – private partnership strategy, and detailing likely cost, sources and uses of funds, ability to fund part of the ferry terminal/pier project with private capital, timetable for permitting, and method of procuring construction expertise; process to include release of a Request for Expressions of Interest (RFEI) to potential ferry terminal operators and others, selection of the best value approach to proceeding with public-private partnership for pier development and negotiating/executing an MOU.

Plan for Funding the Phase II Scope of Work

To perform the initial Phase II contract work tasks, the City plans to first use all of the funds available under NJ-04-0034-00 and its local share funding, and then use the remaining funds available under NJ-04-0026-00 and its local share funding to perform the remaining Phase II contract work tasks.

Accordingly, of the total remaining funds of \$2,620,365, the sum of \$2,115,400 would come from NJ-04-0034-00, and the sum of \$404,965 would come from NJ-04-0026-00.

The portion of the Phase II contract work funded by NJ-04-0034-00 would include \$1.334 million of fees to perform Tasks 1-4, plus \$243,000 of fees to perform initial Task 5 work, plus \$100,000 of fees to perform the cost-estimator/construction management work. Total fees of \$1.677 million, plus \$438,400 in "TRC" (travel, reimbursables and overall coordination), would comprise the \$2,115,400 budget.

The portion of the Phase II contract work funded NJ-04-0026-00 would include \$343,000 of fees for the remaining Task 5 work, plus \$61,965 of TRC, for a total of \$404,965.

Work Completion Schedule

All Phase II contract work is proposed to be completed in 22 months. Work funded under NJ-04-0034-00 would be completed within 18 months from contract execution. Work funded under NJ-04-0026 would be completed within an additional four months.

Closing

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

Very truly yours,

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch, NJ

cc: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone

From: [Davis, Darreyl \(FTA\)](#)
To: [Webb, Kate \(FTA\)](#)
Cc: [Elison, Faye \(FTA\)](#); [Pelt-Hawkins, Veronica \(FTA\)](#)
Subject: City of Long Branch
Date: Wednesday, December 16, 2015 2:20:45 PM
Attachments: [City of Long Branch Ferry Earmark-NJ May 2010.pdf](#)
[City of Long Branch Ferry Earmark-NJ July 22-2010.pdf](#)
[image001.png](#)
[image002.png](#)
[City of Long Branch NJ Ferry Earmark.pdf](#)
[2015_11_23_City of Long Branch_Inactive Grant Close Out Letter.pdf](#)

Kate,

See attached Letters. We can discuss.

Thank you.

Faye/Veronica: FYI

Darreyl

Darreyl D. Davis
Director Office of Operations and Program Management
U.S. Department of Transportation
Federal Transit Administration, Region II
One Bowling Green, Suite 429
New York, NY 10004-1415
Tel: (212) 668-2186
Fax: (212) 668-2136
www.fta.dot.gov



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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

May 06, 2010

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Dear Mr. Woolley:

I want to remind you that funds in the amount of \$902,880 for Earmark Project E-2009-BUSP-566 is scheduled to lapse at the end of this Federal Fiscal Year (FFY), September 30, 2010.

If you still intend to apply for these funds a full and complete application with an assigned grant number must be submitted to the FTA no later than June 18, 2010. In order to assign a grant number all applicable planning and environmental reviews must be completed and approved and an appropriate scope, funding breakout and provision of milestone activity dates must be included in TEAM.

We strongly request that you finish developing the application and submit it as soon as possible to afford us ample opportunity to review and approve funding by the close of this fiscal year. We look forward to continuing our good working relationship and are available to answer any questions you may have.

Sincerely,

Anthony Carr
Deputy Regional Administrator

cc: Larry Penner-FTA
Nancy Danzig-FTA
Ralph A. Branche Jr.- FTA
Faye Ellison-FTA
Karen Schrempp- NJ Transit
Genevieve Boehm-Clifton-New Jersey Department of Transportation (NJDOT)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

July 23, 2010

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

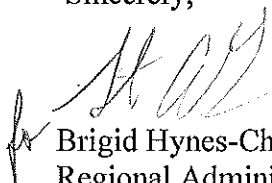
Dear Mr. Woolley:

This is follow-up to Federal Transit Administration's (FTA's) May 06, 2010 letter. As you know, there is currently a grant application (NJ-04-0013-02) pending in TEAM for federal assistance under Earmark ID: E-2008-BUSP-0389 (Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and other destination for \$869,440). The purpose of this letter is to advise you that if the grant is not complete by July 23, 2010, with all applicable planning and environmental reviews, appropriate scope, funding breakout and milestone activity, we will not be able to guarantee that the funds can be obligated before they lapse. As you know, the Department of Labor (DOL) has 60-days to complete its certification of labor protective arrangements and we cannot award a grant until this certification is received.

We strongly request that you finish developing a complete application as soon as possible. Please reply thoroughly and accurately to all comments already provided by the FTA in TEAM and submit this information as soon as possible so that we can complete our review and assign a grant number. We will then send the grant to DOL and if their response is received in time, we will approve funding before the close of this fiscal year. If DOL's certification is not received in time, these funds will lapse at the end of this Federal Fiscal Year (FFY), September 30, 2010.

We are doing everything we can to ensure these funds are not lost, but our hands are tied until we receive the necessary information. Should you have any questions, please contact Ralph A. Branche Jr. of my staff at (212) 668-2170.

Sincerely,


Brigid Hynes-Cherin
Regional Administrator

cc: A Carr
L. Penner
N. Danzig
D. Burns
J. Prince
M. Grace
F. Ellison
P. Garino
K. Schrempp
G. Boehm-Clifton



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

June 23, 2008

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Dear Mr. Woolley:

As a follow up to recent meetings and discussions the Federal Transit Administration (FTA) has had with your staff, I want to remind you that funds in the amount of \$761,429 for Earmark Project E-2006-BUSP-656 is scheduled to lapse at the end of this Federal Fiscal Year (FFY), September 30, 2008. You indicated during our discussions that an application for these funds will be submitted to the FTA for obligation during FFY 2008.

If you still intend to apply for these funds a full and complete application with an assigned grant number must be submitted to the FTA no later than July 18, 2008. In order to assign a grant number all applicable planning and environmental reviews must be completed and approved and an appropriate scope, funding breakout and provision of milestone activity dates must be included in TEAM.

We strongly request that you finish developing the application and submit it as soon as possible to afford us ample opportunity to review and approve funding by the close of this fiscal year. We look forward to continuing our good working relationship and are available to answer any questions you may have.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: Larry Penner-FTA
Nancy Danzig-FTA
Rebecca Reyes-Alicea-FTA
Ralph A. Branche Jr.- FTA
Faye Ellison-FTA
Karen Schrempp- NJ Transit
Genevieve Boehm-Clifton-New Jersey Department of Transportation (NJDOT)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

November 23, 2015

Howard Woolley
City Administrator
City of Long Branch
344 Broadway
Long Branch, NY 07740

Re: NJ-04-0026-00 – Subject to Closeout

Dear Mr. Woolley:

The Federal Transit Administration (FTA) is responsible for ensuring that the transit projects we finance are implemented expediently. To this end, we annually review grants that have been awarded three or more years prior to the beginning of each fiscal year and have not had a disbursement of funds in twelve or more months prior to the beginning of the fiscal year. Your grant, NJ-04-0026-00 met our criteria for inactivity. We are concerned that City of Long Branch has made insufficient progress in bringing the projects funded in NJ-04-0026-00 to completion.

Section 12 of FTA's current master agreement, (Right of the Federal Government to Terminate) states:

The Recipient agrees that:

a. Justification. After providing written notice to the Recipient, the Federal Government may suspend, suspend then terminate, or terminate all or any part of the Federal funding awarded for the Project if:

- 1) The Recipient has violated the Underlying Agreement or this Master Agreement, especially if that violation would endanger substantial performance of the Project,
- 2) The Recipient has failed to make reasonable progress implementing the Project, or
- 3) The Federal Government determines that continuing to provide Federal funding for the Project does not adequately serve the purposes of the law authorizing the Project.

In the case of City of Long Branch, FTA awarded \$1,563,989 in NJ-04-0026-00 on September 25, 2008 and the last disbursement for \$323,973 was drawn down on June 4, 2014.

Based on the above information, as well as information contained in your milestone progress reports submitted to us since the grant was awarded, we have concluded that City of Long Branch has failed to make reasonable progress on the projects funded in the grant and we

NJ-04-0026-00 – Subject to Closeout
Page 2 of 2

intend to close this grant no later than December 10, 2015.

However, we will consider holding this grant open if City of Long Branch can provide evidence that the projects funded in this grant are active. This evidence must include:

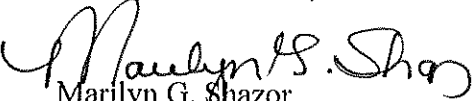
- 1) A schedule for completing the project funded by the grant that shows specific and significant activities to be completed in FY 2015.
- 2) A schedule of draw-downs planned for this grant that includes significant draw-downs in FY 2015.

Once we receive this information from you, FTA will review it to determine whether the action plan demonstrates significant progress towards project completion and inform you of our decision in writing.

Please provide a response to our request no later than 30 days after the date of this letter. If we do not receive a response to this letter, we will close NJ-04-0026-00 0 without further delay.

If you have any questions, please contact Darreyl Davis at 212-668-2186 or via email at darreyl.davis@dot.gov or Rosie Luperena at 212-668-2185 or via email at rosaria.luperena@dot.gov.

Thank you,


Marilyn G. Shazor
Regional Administrator

Enclosure

cc: Darreyl D. Davis, FTA Region 2 (via email)
Rosie Luperena, FTA Region 2 (via email)
Howard Woolley, City of Long Branch (via email)

Rosenberger, Karen (FHWA)

From: Remezova, Valeriya (FHWA)
Sent: Thursday, November 12, 2015 1:08 PM
To: Chau, Maria (FHWA); Fischer, Benjamin (FHWA); Kramer, Kaylie (FHWA); Rosenberger, Karen (FHWA); Toni, Melissa (FHWA)
Subject: Re: HPE PY 16 IWP Request.

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

This is a friendly reminder about your development of PY 16 IWPs prior to schedules for this month individual discussions. I posted an IWP template on "P" drive (reference the link below) for you to copy and paste your CJE's tasks. If you have any questions or need clarification please let me know.
Valeriya.

From: Remezova, Valeriya (FHWA)
Sent: Thursday, October 01, 2015 1:40 PM
To: Chau, Maria (FHWA); Fischer, Benjamin (FHWA); Kramer, Kaylie (FHWA); Rosenberger, Karen (FHWA); Toni, Melissa (FHWA)
Subject: Re: HPE PY 16 IWP Request.

Good afternoon,

Please develop your PY 16 IWP and enter the I Quarter information prior to individual discussions in early November. The template for PY 16 IWP is located on "P" drive: PROGRAMS/060.000 Admin/060.700 HPE PY 16 IWP. I will email you appointments for the PY 16 IWP individual discussions on a week of October 26th.

If you have any further questions or need clarification please let me know.
Valeriya.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

July 23, 2010

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

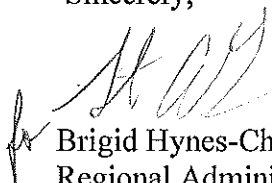
Dear Mr. Woolley:

This is follow-up to Federal Transit Administration's (FTA's) May 06, 2010 letter. As you know, there is currently a grant application (NJ-04-0013-02) pending in TEAM for federal assistance under Earmark ID: E-2008-BUSP-0389 (Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and other destination for \$869,440). The purpose of this letter is to advise you that if the grant is not complete by July 23, 2010, with all applicable planning and environmental reviews, appropriate scope, funding breakout and milestone activity, we will not be able to guarantee that the funds can be obligated before they lapse. As you know, the Department of Labor (DOL) has 60-days to complete its certification of labor protective arrangements and we cannot award a grant until this certification is received.

We strongly request that you finish developing a complete application as soon as possible. Please reply thoroughly and accurately to all comments already provided by the FTA in TEAM and submit this information as soon as possible so that we can complete our review and assign a grant number. We will then send the grant to DOL and if their response is received in time, we will approve funding before the close of this fiscal year. If DOL's certification is not received in time, these funds will lapse at the end of this Federal Fiscal Year (FFY), September 30, 2010.

We are doing everything we can to ensure these funds are not lost, but our hands are tied until we receive the necessary information. Should you have any questions, please contact Ralph A. Branche Jr. of my staff at (212) 668-2170.

Sincerely,


Brigid Hynes-Cherin
Regional Administrator

cc: A Carr
L. Penner
N. Danzig
D. Burns
J. Prince
M. Grace
F. Ellison
P. Garino
K. Schrempp
G. Boehm-Clifton



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

May 06, 2010

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Dear Mr. Woolley:

I want to remind you that funds in the amount of \$902,880 for Earmark Project E-2009-BUSP-566 is scheduled to lapse at the end of this Federal Fiscal Year (FFY), September 30, 2010.

If you still intend to apply for these funds a full and complete application with an assigned grant number must be submitted to the FTA no later than June 18, 2010. In order to assign a grant number all applicable planning and environmental reviews must be completed and approved and an appropriate scope, funding breakout and provision of milestone activity dates must be included in TEAM.

We strongly request that you finish developing the application and submit it as soon as possible to afford us ample opportunity to review and approve funding by the close of this fiscal year. We look forward to continuing our good working relationship and are available to answer any questions you may have.

Sincerely,

Anthony Carr
Deputy Regional Administrator

cc: Larry Penner-FTA
Nancy Danzig-FTA
Ralph A. Branche Jr.- FTA
Faye Ellison-FTA
Karen Schrempp- NJ Transit
Genevieve Boehm-Clifton-New Jersey Department of Transportation (NJDOT)



AC 7/25

CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

July 21, 2011

Anthony Carr
Deputy Regional Administrator
US Department of Transportation
Federal Transit Administration
One Bowling Green, Room 429
New York, NY 10004-1415

Re: City of Long Branch Pier and Ferry Terminal Project:
Recipient ID #3127

Dear Mr. Carr:

It has recently come to my attention as the result of an audit that the Federal Transit Administration (FTA) has not determined that the City of Long Branch ("Long Branch") has addressed all of the requested corrective actions and closed out the findings from the FY2010 Triennial Review. I am writing to advise that the City of Long Branch was under the belief that it had addressed the open items and taken all required corrective action as of October 2010.

At that time, the FTA had been requesting various corrective actions from Long Branch, with which requests Long Branch believed it had complied, as explained in further detail below. When the FTA ceased requesting any further action, Long Branch took this to signify that no further action was required. Apparently, this was not the case, as I learned a couple of weeks ago. That being said, it is our intention to come into compliance and satisfy all requirements of the FTA.

The corrective actions recommended in the July 2010 FY2010 Compliance Review Report (the "Compliance Report") and the actions taken by Long Branch in response to such direction are addressed by Review Area in turn below:



recycled paper

1. Legal

Findings: Certifications and assurances had not been timely submitted for the fiscal year 2010.

Corrective Action Requested: Submit certifications and assurances for current year and submit documentation of procedure for timely submission of annual certifications and assurances.

Corrective Action Taken: Long Branch submitted its annual certifications and assurances shortly after the Compliance Report for FY2010 and has submitted its annual certifications and assurances for FY2011. Long Branch had been submitting its certifications and assurances on a calendar year, but has since taken corrective action to assure timely compliance. Specifically, we have incorporated into our grant management program an annual Outlook reminder to review the Federal Register after October 1 of each year for the annual list of certifications and assurances and to submit each year's certifications and assurances after publication in the Federal Register.

2. Financial

Findings: Long Branch did not have an approved DBE Program or a multi-year financial plan.

Corrective Action Requested: Submit a revised DBE Program and develop a multi-year financial plan including anticipated sources of local revenue.

Corrective Action Taken: Long Branch prepared a new FY2011 DBE Program that was approved by FTA in the fall 2010. In connection with that Program, Long Branch issued a publicized announcement of its DBE participation goals held a public hearing, providing 30 days for review of the proposed, followed by a public hearing, with published advance notice, concerning its DBE participation goals in October 2010. Long Branch also waited the required 45 days before finalizing the DBE Participation Goals. In connection with forming these goals, Long Branch sought input from Long Branch Chamber of Commerce, the Monmouth/Ocean County Development Organization, the Long Branch local library, the local chapter of the NAACP, and the New Jersey Association of Women Business Owners.

Long Branch submitted its multi-year financial plan for the project to FTA in September 2010.

3. Technical

Findings: Long Branch had not submitted Milestone/Progress Reports (MPRs).

Corrective Action Requested: Provide documentation of procedures for timely submission of MPRs.

Corrective Action Taken: Long Branch submitted documentation to FTA of its resources and procedures for managing the grant and submitting required reports in September 2010. Long Branch is aware that it has recently failed to submit MPRs. This resulted from the departure of the lead consultant in charge of assuring timely preparation and submission of MPRs. Long Branch has since replaced that individual, updated its MPRs, and has reinstituted its procedures for timely submission of MPRs with the new personnel.

7. Disadvantaged Business Enterprise

Findings: Long Branch did not have an approved DBE Program and was not a signatory to New Jersey's UCP agreement.

Corrective Action Requested: Submit a revised DBE Program to FTA, describe Long Branch's participation in the UCP and provide FTA with copies of signed UCP agreements.

Corrective Action Taken:

Long Branch submitted its revised DBE Program in October 2010.

In September 2010, Long Branch entered a memorandum of understanding (MOU) and became a signatory to the New Jersey Uniform Certification Program (NJUCP) and provided a copy of the signed agreement to FTA in September 2010.

Long Branch has required all of its sub recipients to provide annual certifications from its DBE firm sub consultants, using the form NJUCP form, as well as providing their certificates of continued DBE compliance. Long Branch just obtained annual certifications and certificates in late June and early July 2011 and has confirmed that all DBE participating firms continue to comply with DBE requirements. Long Branch has also confirmed that all DBE participants in the Project are accurately listed and described in the DBE Directory Management system electronic database accessible at www.njucp.net. Long Branch is utilizing Outlook reminders to track continued compliance requirements for DBE certifications, provision of DBE certificates, and review of the DBE Directory for inclusion and accuracy of information with respect to its DBE participants.

12. Title VI

Findings: Long Branch had not conducted an analysis of how the four factors in the DOT LEP Guidance apply to their grant programs and activities.

Corrective Action Requested: Submit plans for either conducting the four-factor analysis or utilizing a LEP analysis performed by the regional Metropolitan Planning Organization. Describe language assistance it has provided or intends to provide.

Corrective Action Taken: Long Branch described the language assistance it has provided and intended to provide in its previously approved Title VI Program. Long Branch has again provided such information in its draft revised Title VI Program submitted to FTA June 29, 2011, which is currently under review by FTA and expires July 31, 2011.

Long Branch began communications with the North Jersey Transportation Planning Authority (NJTPA) to solicit ideas and concepts for enhancing its efforts for language assistance to LEP individuals. While NJTPA offered some sources of information and guidance, the significant differences between Long Branch and the NJTPA in terms of the nature and purposes of the entities, the function and services of the entities, and the difference in available resources, there was little Long Branch could feasibly incorporate from NJTPA.

With respect to the four above requested analysis, on further review it appears that although Long Branch effectively did engage in such a process, it may not have effectively communicated this analysis to FTA. Therefore, the four-factor analysis is provided below.

- (1) The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee:

Long Branch is a local municipality. It provides all of the typical functions of municipal government, including police, emergency, fire protection, code enforcement, trash collection, etc., as well as housing assistance programs through the Office of Community and Economic Development ("OCED"). Therefore, LEP persons may likely be exposed to all of Long Branch's services.

- (2) The frequency with which LEP individuals come in contact with the program:

Again, the typical municipal services provided are available to all members of Long Branch's community, including LEP persons, so the potential frequency of LEP persons coming into contact with the programs is difficult to separate and measure.

(3) The nature and importance of the program, activity, or service provided by the recipient to people's lives:

Municipal services are significantly important to all members of the community, including LEP persons.

(4) The resources available to the recipient and costs:

Demographic data indicates that the most common language spoken by LEP persons is Spanish. Long Branch does employ Spanish-speaking persons in its major departments, such as police, emergency services and fire, as well as in other departments of the City. In many of these departments there is radio communication so a Spanish-speaking employee can typically be reached very quickly if the need for translation arises.

Long Branch's OCED appears to have a measurable number of Spanish-speaking LEP persons seeking its services with respect to housing. As discussed in Long Branch's Title VI and DBE Program submissions, the Long Branch OCED employees increased efforts to reach Spanish-speaking LEP persons and utilizes substantial bilingual materials.

Long Branch, like all local municipalities in New Jersey, has faced shrinking budgets, greatly diminished State aid, and extreme fiscal limitations over the past few years. Long Branch has had to reduce its work force and cut programs to balance its budget. While Long Branch has not diminished any of its efforts and procedures for assuring adequate provision of information and access to services for LEP persons, it has lacked the resources to notably expand such access, which it believes might be accomplished largely through increased technologies (for example, bilingual portions of its website or telephonic interpreters), or increased staffing or consultation services, such as bilingual training.

23. ITS Architecture

Findings: The project is not included in the Regional ITS architecture.

Corrective Action: Submit to FTA a plan to have the project included in the Regional ITS.

Corrective Action Taken: Long Branch has discussed inclusion of its Project in the NJTPA Regional ITS Plan. NJTPA advised that it would look for more details and review the Long Branch Ferry project. The NJTPA noted that it does have an ITS Regional Plan that includes ferry terminals as a general topic. The NJTPA advised that Central Staff was looking into amending Long Branch's Project into the Plan. The NJTPA has not gotten back to Long Branch with respect to its efforts.

With respect to the consideration of ITS Architecture, Long Branch has discussed the inclusion of ITS architecture in the Project with the Pier Architectural and Engineering Design Team. These discussions will continue, but it appears that at this stage of the design work, this discussion can, and perhaps should be, of more relevance as the design for the Project is beyond the concept phases and includes more firmed up details.

As for the lack of ITS Architecture for the Project being deemed a compliance item, Long Branch notes that the FTA Guidance documents are confusing in this respect and suggest that inclusion of ITS Architecture is not required, but optional. The FY2011 Triennial Review Workshop Workbook provides that a recipient must be included in a Regional ITS plan *if* ITS Architecture is being employed. The document states that ITS Architecture *may* be employed, but does not reference any provision under which it *must* be employed.

We hope that this sufficiently addresses your concerns and closes out any open issues pertaining to this Project. We apologize for not having cleared this up previously, but as noted above, Long Branch was under the belief that it had sufficiently addressed these issues based upon communications with FTA proceeding through September 2010, wherein FTA was specifically requesting these compliance items. After Long Branch provided what was being asked for in those communications, Long Branch concluded that all of the open items had been addressed. We note this misunderstanding not in the spirit of making excuses or attempting to pass the buck, but to emphasize that Long Branch did not knowingly ignore these open issues and fully-intended to comply.

Please do not hesitate to discuss further with me so that we can address any issues that are not deemed sufficiently addressed so that Long Branch can expeditiously take whatever further action may be required.

Thank you for your attention and guidance.

Very truly yours,



Howard H. Woolley, Jr.
Business Administrator

HHW:gb

cc: Ralph A. Branche, FTA Region II
Larry Penner, FTA Region II
Robert Beckelman, Esquire
Ralph Basile, BBP
Ronald Mehlhorn, Finance Director (COLB)

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert Goodman \(rgoodman@longbranch.org\)](mailto:rgoodman@longbranch.org)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#)
Subject: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Wednesday, March 07, 2018 4:23:46 PM
Attachments: [Outlook-1470242692.jpg](#)

Hi Robert,

Upon reviewing the MPR/FFR, the City has not entered the information mentioned in this email, especially the highlighted information below. Please remove what's entered for 1/31/2018 and enter the status of the project in the last 3 months. You can use some of the verbiage below. As for the FFR, no drawdowns have been done, but you still need to add a comment on the status of the project for the last 3 months.

I will return the reports back to you shortly. Any questions, send Madeleine and me an email. Thank you.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail Operations)
New Jersey
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

June 23, 2008

Mr. Howard H. Woolley Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Dear Mr. Woolley:

As a follow up to recent meetings and discussions the Federal Transit Administration (FTA) has had with your staff, I want to remind you that funds in the amount of \$761,429 for Earmark Project E-2006-BUSP-656 is scheduled to lapse at the end of this Federal Fiscal Year (FFY), September 30, 2008. You indicated during our discussions that an application for these funds will be submitted to the FTA for obligation during FFY 2008.

If you still intend to apply for these funds a full and complete application with an assigned grant number must be submitted to the FTA no later than July 18, 2008. In order to assign a grant number all applicable planning and environmental reviews must be completed and approved and an appropriate scope, funding breakout and provision of milestone activity dates must be included in TEAM.

We strongly request that you finish developing the application and submit it as soon as possible to afford us ample opportunity to review and approve funding by the close of this fiscal year. We look forward to continuing our good working relationship and are available to answer any questions you may have.

Sincerely,

Brigid Hynes-Cherin
Regional Administrator

cc: Larry Penner-FTA
Nancy Danzig-FTA
Rebecca Reyes-Alicea-FTA
Ralph A. Branche Jr.- FTA
Faye Ellison-FTA
Karen Schrempp- NJ Transit
Genevieve Boehm-Clifton-New Jersey Department of Transportation (NJDOT)

From: Penner, Larry (FTA)
To: ["Howard Woolley"](#)
Cc: [Hynes-Cherin, Brigid \(FTA\)](#); [Carr, Anthony \(FTA\)](#); [Ellison, Faye \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Subject: City of Long Branch Other Open Issues besides Title VI program_v1.DOC
Date: Thursday, June 30, 2011 12:09:05 PM

Thanks for the Title VI Civil Rights submittal.

I am concerned about other open issues with the City of Long Branch. What is the current status for your Quarterly Milestone and Financial Progress Reports? I understand from colleagues that they have not been consistently submitted for some previous Quarters. Your next Quarterly Milestone and Financial Quarterly Progress Report for the period April 1, 2011 - June 30, 2011 is due on or before July 31, 2011.

Did you ever execute your previous grant amendment offer from last Fall?

What is your status for closing any open findings from our FY 2010 Triennial Review?

Many of these requirements are included under your Master Grant Agreement. Failure to comply with these requirements could impact your ability to continue being a recipient in good standing for management of existing and future new funding.

Thanks

Larry Penner
Director
Office of Operations
And Program Management
FTA Region 2
June 30, 2011

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@ci.long-branch.nj.us>]
Sent: Thursday, June 30, 2011 11:53 AM
To: Penner, Larry (FTA)
Subject: FW: Long Branch Pier Title VI program_v1.DOC

Mr. Penner;

As per Mr. Branche's instructions.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@ci.long-branch.nj.us>]
Sent: Wednesday, June 29, 2011 4:54 PM
To: John H. Prince Jr. (john.prince@fta.dot.gov)
Cc: Robert Beckelman (RBECKELMAN@greenbaumlaw.com); 'Ralph Basile'; Ralph.Branche@dot.gov
Subject: Long Branch Pier Title VI program_v1.DOC

Mr. Prince,

I have attached the Title VI Program Report for Long Branch for 2011.
Please let me know if any additions or corrections need to be made.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

From: Robert BECKELMAN
To: [Georgiana Barone; hwoolley@longbranch.org](mailto:hwoolley@longbranch.org)
Cc: [Ralph Baslie; Ellison, Faye \(FTA\)](#)
Subject: FTA Letter
Date: Monday, October 27, 2014 1:10:27 PM
Attachments: [3173574_1.DOCX](#)

As discussed this morning, attached is a draft letter to be reworked onto City letterhead for Mr. Woolley's signature and send to Faye Ellison (faye.ellison@dot.gov) via email and mail today. Please copy Ralph and me on the email. Thank you.

This e-mail (including any attachments) is intended only for the exclusive use of the individual to whom it is addressed. The information contained hereinafter may be proprietary, confidential, privileged and exempt from disclosure under applicable law. If the reader of this e-mail is not the intended recipient or agent responsible for delivering the message to the intended recipient, the reader is hereby put on notice that any use, dissemination, distribution or copying of this communication is strictly prohibited. If the reader has received this communication in error, please immediately notify the sender by telephone (732-549-5600) or e-mail and delete all copies of this e-mail and any attachments. Thank you

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Faye Ellison
Department of Transportation
Federal Transit Administration
1 Bowling Green
Room 429
New York, NY 10004

**Re: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034
City of Long Branch Pier and Ferry Terminal:
Status Update and Request for Consideration of Revised Scope**

Dear Ms. Ellison:

The following is submitted as discussed when representatives of the Federal Transit Administration (“FTA”) and City of Long Branch (the “City”) met in August 2014, to provide a comprehensive update as to the status of the above grants and the City’s request for the FTA’s consideration of a revised scope, as set forth in greater detail below.

In July 2008 the City submitted a budget request in order to seek assignment of a grant number to start the FTA funding application process. In this request, the City shared the findings of a third-party feasibility study it had commissioned earlier which indicated that the total cost of the pier/ferry terminal project was likely to be about \$64.4 million. The City’s application was for funds that would be used for preliminary design and engineering of the pier/ferry terminal. The two grant numbers are NJ-04-0026 and NJ-04-0034 (the “Grants”).

Phase 1

The FTA requires that the pier design work be divided into phases, with each phase competed among private industry parties. Shortly after receipt of the funds, the City prepared and issued a solicitation document for phase 1 design services, to which over a dozen private entities responded. A comprehensive proposal evaluation process was undertaken which resulted in the selection of a design team led by McLaren Engineering Group (“McLaren”) in 2009. The contract scope of work was to advance design of the pier/ferry terminal through 100% schematic design. Also retained by the City, through a separate procurement, was the Skanska firm to prepare construction cost estimates as pier design evolved.

Completion of phase 1 design services was well underway but then delayed when the New Jersey Department of Environmental Protection (the “NJDEP”) raised a question concerning the City’s ownership of the underlying riparian rights, which are necessary to the right to perform the pier reconstruction. Additionally, the City’s redevelopment plans were formulated and a sector permit was issued by the State of New Jersey in 1996 in conjunction with NJDEP to assure consistency within State regulations, the Coastal Areas Facilities Review

Act (“CAFRA”), and to facilitate an expeditious review process for proposed redevelopment projects such as the pier in Long Branch.

These approvals provided for the pier to be reconstructed within the historic footprint and configuration of the last pier. In phase 1, the City proposed a design that deviates from the historic footprint, which is necessary to facilitate the inclusion of a ferry, leading to the City and NJDEP becoming engaged in lengthy discussions for over a one-year period to secure a new riparian grant to allow the pier/ferry terminal to proceed.

The City ultimately obtained a conceptual or conditional approval from NJDEP sufficient to allow the City to resume pier design to expand the footprint and include a ferry terminal. However, due to this delay and the necessary use of some contract funds to address pier design arising from the riparian rights issue and to assure that the ferry component remained a part of the Pier design, only about 30-40% schematic design, not 100%, could be completed under the phase 1 contract.

Another detour occurred when the City needed to reevaluate and reconfirm the feasibility of the entire Pier program in conjunction with the ferry component. This further delayed progress on design for 3-4 months and also cut a little further into the contract funds.

Also, as a result of the phase 1 design and ancillary construction cost estimating work that was completed, the addition of more commercial space on the pier, and after public sector and then City Council input on pier design and functions, the projected cost of the pier increased to about \$160 million in 2013.

In December 2013, after the commencement of phase 2, described below, the City directed the phase 1 contractor, McLaren Engineering Group, to suspend work, closeout work activities and submit a final invoice. Although there still remained funds for phase 1 under the Grant NJ-04-0026, the decision was made to terminate the phase 1 services contract and proceed with phase 2. The rationale for this decision was due to the fact that any further work toward finalizing design performed by the phase 1 contractor may have to be redone in the event a different contractor was awarded the work for phase 2. The services were stopped at a natural break point.

Phase 2

In August 2013, the City issued a phase 2 Request for Qualifications/Proposal (RFQ/P) for a private entity to provide the next set of pier/ferry terminal design services, pursuant to applicable federal procurement rules and regulations. Three entities responded with proposal submissions, including McLaren. After the City’s evaluation process was completed, the City Council selected the ARUP team and directed staff to initiate contract discussions. The phase 2 scope of work includes the completion of any necessary revisions to phase 1 work, completion of 100% schematic design, completion of 100% design development and completion of 50% construction documents.

In preparation for phase 2 contract negotiations, in early 2014 the City secured an independent cost estimate for these planned services. Given that the pier cost had risen, the independent estimate of phase 2 design services came in far greater than remaining funds available under the two FTA grants.

A meeting was then held in April 2014 with ARUP to initiate discussions regarding their proposed budget. In May 2014 ARUP submitted a fee proposal for phase 2 design services, which covered all planning, architectural, engineering and environmental services in the City's RFQ/P, except completion of an environmental impact study ("EIS"). The ARUP cost proposal was close to the independent cost estimate secured earlier by the City.

In May 2014 the City was contacted by FTA to ask why Grant NJ-04-0034 should not be closed out by FTA due to "inactivity." The City requested a meeting with FTA to address the aforementioned budget situation. Also in May 2014, an engineer with FTA experience was retained to work with the City's redevelopment advisory team and FTA to address the current contract budget situation.

Given the fact that the remaining funds available under NJ-04-0026 and the total funds under NJ-04-0034 (which the City had not yet used) were significantly insufficient to proceed to award a contract to ARUP, the City refrained from further action until receiving guidance from FTA.

A meeting with FTA occurred on August 21, 2014. FTA requested that a comprehensive and thorough update be provided in the City's next milestone report and advised that the City may propose a modified scope for completion of the phase 2 services, utilizing the remaining funds available under both grants. The City prepared and pinned on TEAM its latest milestone updates in October 2014, which included a comprehensive narrative similar to the substance of this letter. The City's revised scope of services is described below.

Revised Scope of Services

Task 1: Pier Commercial Spaces Program and Impact on Ferry Ridership.

Revisit the phase 1 pier program of commercial space allocations and decide which uses stay on the pier versus which uses are built landside instead, in order to maximize ferry ridership potential.

Deliverable 1: market and economic feasibility impact assessment on ferry ridership.

Task 2: Conceptual Design- Pier and Ferry Terminal.

Review the phase 1 schematic design and re-craft a new concept to reflect the findings in Task 1.

Deliverable 2: conceptual design drawings for the pier and ferry terminal.

Task 3: Cost Projections- Pier and Ferry Terminal.

Recalculate pier and ferry terminal cost consistent with the findings of Tasks 1 and 2.

Deliverable 3: cost projections for the pier and ferry terminal.

Task 4: Financial Feasibility – Pier and Ferry Terminal.

Make any necessary program adjustments and incorporate revised pier and ferry terminal cost projections to recalculate financial feasibility.

Deliverable 4: Financial feasibility assessment for the pier and ferry terminal.

Schedule

Deliverable 1: 1/15/2015

Deliverable 2: 2/15/2015

Deliverable 3: 3/15/2015

Deliverable 4: 5/15/2015

Budget Range

\$560,000-\$770,000

This revised Scope of Work involves a four-step review of selected initial schematic investigations undertaken and delivered in Phase 1. The primary focus of these exercises is for the ARUP team, particularly the designers and development economists, to ascertain ways to address the City's objectives without re-engineering the Pier designs. The City objectives remain:

1. Focus only on data describing the Shaped Scheme design alternative for the Pier;
2. Assume that the Pier is to be built within the riparian rights areas identified in City discussions with NJDEP/Tidelands;
3. Retain a ferry terminal operation on the Pier;
4. Increase the amount of space to be leased to private entities;
5. Review the amount and size of Pier spaces dedicated to public uses; and
6. Decrease the total development cost of the proposed Pier.

Phase 2 Procurement Status

The City has solicited a revised cost proposal from ARUP to meet the revised scope of services described above and is awaiting receipt of such cost proposal. Upon receipt of the proposal, subject to further direction from the FTA, the City will resume negotiations with ARUP pursuant to the federal procurement rules.

The City requests that the FTA review the foregoing and advise if the City may proceed with the revised scope as outlined above and herein. Please do not hesitate to contact me if you need anything further in connection with the evaluation of this matter or if you wish to discuss further.

Your assistance and attention concerning this matter is truly appreciated. We look forward to hearing from you.

Regards,

Howard H. Woolley, Jr.

From: Robert BECKELMAN
To: [Luperena, Rosaria \(FTA\)](#); [Davis, Darreyl \(FTA\)](#)
Cc: hwoolley@longbranch.org; [Ralph Baslie](#)
Subject: Further Revised Letter re Long Branch Grants
Date: Monday, January 11, 2016 1:35:20 PM
Attachments: [3927940_1.docx](#)

Ms. Luperena:

We have attempted to further revise the attached draft letter to reflect your suggestions and comments from last Friday afternoon and this morning. Please review and advise if you think we are ready to send. Thank you.

Robert Beckelman
732-476-2448

Disclaimer

This e-mail (including any attachments) is intended only for the exclusive use of the individual to whom it is addressed. The information contained hereinafter may be proprietary, confidential, privileged and exempt from disclosure under applicable law. If the reader of this e-mail is not the intended recipient or agent responsible for delivering the message to the intended recipient, the reader is hereby put on notice that any use, dissemination, distribution or copying of this communication is strictly prohibited. If the reader has received this communication in error, please immediately notify the sender by telephone (732-549-5600) or e-mail and delete all copies of this e-mail and any attachments. Thank you.

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: NJ-04-0026-00 - Subject to Closeout
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

This letter is in response to your letter dated November 23, 2015, regarding the closeout of grant number NJ040026. We respectfully request that the subject grant not be closed out so that the City of Long Branch may complete this much needed project. We have also included grant number NJ040034 in the proposed Phase II since this grant also funds the completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.

The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

Grant NJ-04-0026-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Begin Preliminary Design	Feb. 10, 2016
Review/Assess Phase 1 Preliminary Design Findings/Assumptions	March 31, 2016
Advance Preliminary Design/Engineering	July 31, 2016
Contract Complete with Respect to Grant NJ04002600 Funds	August 15, 2016
Grant Closeout	August 31, 2016

PROJECT ADMINISTRATION

Grant NJ-04-0026-00

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
First Project Admin Expense	March 1, 2016
Last Project Admin Expense	Aug., 15, 2016
Contract Completion	Aug. 15, 2016
Grant Closeout	Aug. 31, 2016

Grant NJ-04-0034-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Commence from Preliminary Design Advancement from Grant NJ04002600	July 31, 2016
Begin Public Outreach	Aug. 31, 2016
Refine Engineering/Concept Designs	Nov. 30, 2016

Stakeholder Refinement of Preliminary Engineering/Concept Designs	Jan. 31, 2017
30% Complete Prelim Design	March 31, 2017
60% Complete Prelim Design	June 30, 2017
Complete Draft Conceptual Design Report	Aug. 31, 2017
Release Request for Expression of Interest (RFEI) For Public-Private Partnership	Oct. 1, 2017
Review/Evaluate Responses to RFEI	Nov. 30, 2017
Negotiate Public-Private Partnership to Advance/Fund Final Design	Jan. 31, 2018
Finalize Conceptual Design Report (100% Complete Preliminary Design)	March 31, 2018
Complete Public Outreach	April 30, 2018
Enter Public-Private Contract to Advance/Fund Final Design	May 31, 2018
Presentation to City	June 1, 2018
Contract Complete	June 1, 2018
Grant Closeout	June 30, 2018

PROJECT ADMINISTRATION

Grant NJ-04-0034-00

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	Aug. 31, 2016
	Last Project Admin Expense	June 1, 2018
	Contract Completion	June 1, 2018
	Grant Closeout	June 30, 2018

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

Sincerely,

Howard Woolley, Business Administrator

CC: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone

From: [Luperena, Rosaria \(FTA\)](#)
To: [Davis, Darreyl \(FTA\)](#)
Subject: FW: City of Long Branch - Resolutions
Date: Thursday, February 23, 2017 2:19:00 PM
Attachments: [image001.jpg](#)
[20160315 - TDG McLaren Services - Resolution.pdf](#)
[20090218 - McLaren Resolution.pdf](#)

FYI

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, February 23, 2017 12:54 PM
To: Luperena, Rosaria (FTA)
Subject: Re: City of Long Branch - Resolutions

Rosie,

Just to be sure we're both looking at the same resolutions, here are the two that I discovered (the original and the recent award to the new design team). If these are what you reviewed in the Application Information section and are considered insufficient, we'll go ahead with the new resolution.

Again, appreciate your efforts to bring this application up to award.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, February 23, 2017 12:39:49 PM
To: Robert Goodman
Subject: RE: City of Long Branch - Resolutions

Hi Robert,

You're correct, City of Long Branch is the direct recipient and has the authority for the 5309 funding.

I'm guessing you could not find the original resolution. Okay, as soon as the resolution is completed, please send and attach under your recipient profile. Once done, we can move forward with the grant application. Thank you. Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Thursday, February 23, 2017 9:13 AM
To: Luperena, Rosaria (FTA)
Subject: Re: City of Long Branch - Resolutions

Rosie,

Understood. We can use the attached as a new resolution if this is what is required. That being said, I need a little guidance from your office regarding the first stipulation as to whether we are requesting assistance or authority via Section 5307 for Urbanized Area Formula Program. I believe the answer is no and that we are operating under Section 5309.

Additionally, I will try to get this resolution in for our Council Meeting on February 28th, but it is possible that it may not be passed until March 8th. Whenever it passes, I will have a digital copy of the signed and sealed resolution uploaded to TrAMS.

Please advise at your earliest convenience.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, February 23, 2017 8:50:00 AM
To: Robert Goodman
Subject: RE: City of Long Branch - Resolutions

Good morning Robert,

I see the opinion of counsel but not the authorizing resolution. I am attaching a sample of an authorizing resolution. Let me know if you have one on file. If so, please attach under the recipient

profile tab. Thanks Robert.

Rosie

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, February 23, 2017 8:14 AM

To: Luperena, Rosaria (FTA)

Subject: City of Long Branch - Resolutions

Rosie,

I was out of the office yesterday, but just received your message regarding the resolutions. I have added to TrAMS two resolutions under Application Information:

- 1) The original resolution dating back to 2008 when the initial grant application was submitted. I have placed it here for historical reference.
- 2) The most recent resolution dating back to March of 2016 awarding engineering services for the FTA grant.

Please review at your earliest convenience and advise if this is sufficient for your request.

Thanks!

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

RESOLUTION 106-16

**RESOLUTION AUTHORIZING THE AWARD AND EXECUTION OF A CONTRACT
FOR ARCHITECTURAL AND ENGINEERING SERVICES RELATING TO PHASE II
OF THE LONG BRANCH PIER WITH TDG-NJ PLANNING ARCHITECTURE**

URBAN DESIGN, INC. LLC *RB.*

WHEREAS, the City has been engaged in the study of the potential for the redevelopment of the Long Branch Pier to include a mix of uses and ferry terminal (the "Pier Project"); and

WHEREAS, the City has obtained federal grant funds from the Federal Transit Administration to be used for the design and engineering of the Pier Project; and

WHEREAS, the City awarded a contract to M.G. McLaren, P.C., d/b/a McLaren Engineering Group ("McLaren"), for Phase I of the Pier Project;

WHEREAS, because the services for the Pier Project are paid for, in whole or in part, by a grant from the Federal Transit Administration, the City was required to solicit proposals for Phase II of the Pier Project, and award a contract through the third party procurement rules, regulations, and requirements for architectural and engineering services, pursuant to applicable Federal Transit Administration rules and regulations, Master Agreement between the Federal Transit Administration and the City, Federal Transit Administration Circular 4220.1F, and all other applicable federal requirements (the "Federal Grant Requirements"); and

WHEREAS, in the of fall 2015, the City issued a request for qualifications ("Pier Project Phase II RFQ"), and the reviewed and evaluated the proposals submitted in response to the RFQ, pursuant to and in compliance with the Federal Grant Requirements; and

WHEREAS, through the process mandated by the Federal Grant Requirements and applied by the City, and the City's careful consideration and due diligence, TDG-NJ Planning Architecture Urban Design, Inc. ("TDG") has been determined to be the most qualified proposer, based upon which TDG was selected as the proposer with whom to negotiate an agreement for services; and *RB.*

WHEREAS, the City and TDG have engaged in such negotiations to determine a fair and reasonable price for such services, pursuant to the Federal Grant Requirements; and

WHEREAS, the City has determined that the proposed Agreement for Professional Services, attached hereto as Exhibit A and incorporated herein, provides for the services the City solicited in the Pier Project Phase II RFQ at a fair and reasonable price, pursuant to the Federal Grant Requirements; and

WHEREAS, TDG represents that it can perform the required services set forth in the Agreement for Professional Services in a timely manner and the City has determined that TDG is a responsible contractor, pursuant to the Federal Grant Requirements; and

WHEREAS, the funds are available for the award and execution of the Agreement for Professional Services.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Long Branch that the Mayor of the City of Long Branch be and the same hereby is authorized to execute the Agreement for Professional Services with TDG-NJ Planning Architecture Urban Design, Inc., annexed hereto as Exhibit A and made a part hereof.

BE IT FURTHER RESOLVED that TDG-NJ Planning Architecture Urban Design, Inc. will be given authorization to proceed with the supply of services under the Agreement upon documentation confirming availability of and access to the FTA Grants, the parties acknowledging that the Agreement is contingent upon and subject to federal funds under the FTA Grants.

MOVED: Pallone
SECONDED: Bastelli

AND ADOPTED UPON THE FOLLOWING ROLE CALL

AYES: 5
NAYES: 0
ABSENT: 0
ABSTAIN: 0

STATE OF NEW JERSEY
COUNTY OF MONMOUTH
CITY OF LONG BRANCH
I, KATHY L. SCHEMELZ, MUNICIPAL CLERK OF THE CITY OF
LONG BRANCH, DO HEREBY CERTIFY THE FOREGOING
TO BE A TRUE, COMPLETE AND CORRECT COPY OF
RESOLUTION ADOPTED BY THE CITY COUNCIL AT A
REGULAR MEETING HELD ON 3-22-16
IN WITNESS WHEREOF, I HAVE HEREUNTO SET
MY HAND AND AFFIXED THE OFFICIAL SEAL OF THE
CITY OF LONG BRANCH, MONMOUTH COUNTY, NEW
JERSEY THIS 22ND DAY OF MARCH 2016
Kathy L. Schemelz
Municipal Clerk, E. Inc.

RESOLUTION 345-09

**RESOLUTION AUTHORIZING THE AWARD AND EXECUTION OF A CONTRACT
FOR ARCHITECTURAL AND ENGINEERING SERVICES RELATING TO THE
MILLENNIUM PIER WITH M.G. MCLAREN, P.C., D/B/A MCLAREN ENGINEERING
GROUP**

WHEREAS, the City has been engaged in the study of the potential for the redevelopment of the Long Branch Pier to include a mix of uses and ferry terminal (the "Millennium Pier Project"); and

WHEREAS, in December 2008, the City had an updated feasibility study performed, outlining concepts and a development program for the Millennium Pier Project; and

WHEREAS, the City has obtained federal grant funds from the Federal Transit Administration to be used for the design and engineering of the Millennium Pier Project; and

WHEREAS, the City desires to contract professional architectural and engineering design and related services in connection with the Millennium Pier Project; and

WHEREAS, the City issued Request for Qualification/Proposals #FO-002-09, seeking requests for qualifications and proposals for architectural, engineering and environmental services for the design and engineering of the Millennium Pier Project, with such services to include design and program management for the studies and development of documents representing Phase 1, 30% Design Development drawings for the Millennium Pier Project; and

WHEREAS, the City received proposals on April 2, 2009, including a proposal from M.G. McLaren, P.C., d/b/a McLaren Engineering Group ("McLaren"); and

WHEREAS, because such services shall be paid for, in whole or in part, by a grant from the Federal Transit Administration, the City was required to solicit such proposals and award a contract through the third party procurement rules, regulations, and requirements for architectural and engineering services, pursuant to applicable Federal Transit Administration rules and regulations, the October 1, 2008 Master Agreement between the Federal Transit Administration and the City, Federal Transit Administration Circular 4220.1F, and all other applicable federal requirements (the "Federal Grant Requirements"); and

WHEREAS, RFQ/P #FO-002-09 was issued pursuant to and in compliance with the Federal Grant Requirements and the review and evaluation of the proposals submitted in response to the RFQ/P #FO-002-09 was conducted pursuant to and in compliance with the Federal Grant Requirements; and

WHEREAS, through the process mandated by the Federal Grant Requirements and applied by the City, and the City's careful consideration and due diligence, McLaren has been determined to be the most qualified proposer, based upon which McLaren was selected as the proposer with whom to negotiate an agreement for services; and

WHEREAS, the City and McLaren have engaged in such negotiations to determine a fair and reasonable price for such services, pursuant to the Federal Grant Requirements; and

WHEREAS, the City has determined that the proposed Agreement for Professional Services, attached hereto as Exhibit A and incorporated herein, provides for the services the City solicited in RFQ/P #FO-002-09 at a fair and reasonable price, pursuant to the Federal Grant Requirements; and

WHEREAS, McLaren represents that it can perform the required services set forth in the Agreement for Professional Services in a timely manner and the City has determined that McLaren is a responsible contractor, pursuant to the Federal Grant Requirements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Long Branch that the Mayor of the City of Long Branch be and the same hereby is authorized to execute the Agreement for Professional Services with McLaren, annexed hereto as Exhibit A and made a part hereof.

MOVED:

SECONDED:

AND ADOPTED UPON THE FOLLOWING ROLE CALL:

AYES:

NAYES:

ABSENT:

ABSTAIN:

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Emailing - FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES - Signed.pdf
Date: Friday, July 15, 2016 7:53:49 AM
Attachments: [OutlookEmoji-1451946756843_E-Mail.jpg](#)
[LB_Ferry_Terminal.pdf](#)

Donald,

What do you think?

Thanks. R.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, July 14, 2016 5:04 PM
To: Luperena, Rosaria (FTA); Howard Woolley
Cc: 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Davis, Darreyl (FTA)
Subject: Re: Emailing - FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES - Signed.pdf

Rosie,

As noted, the Certifications and Assurances have been certified electronically. Although there is no signed copy attached to this section, a signed copy has been uploaded to the Recipients Documents section for your team's reference.

Additionally, our Attorney Counsel has reviewed and update all our Civil Rights documentation in regard to EEO, DBE and Title VI. These documents have all been uploaded and submitted for your team's review.

Regarding the STIP project number; we have had several high-level teleconferences with executives from the State Department of New Jersey - Department of Transportation (NJ-DOT), New Jersey Transit (NJT) and the North Jersey Transportation Planning Authority (NJTPA) regarding the status of the project for the LB Ferry Terminal. They have advised that although the project is not on the current list, it is still considered a live project and the STIP project number of 06314 will remain the same. We have submitted a request to Mary K. Murphy, Executive Director of the NJTPA to have the project re-inserted back into the current list.

I have uploaded the attached for your reference and a copy has been uploaded to the Recipients Documents section for review by your team.

Please advise of any other outstanding issues that require closure for final approval of our application. Again, many thanks for you and your team's assistance.

Best regards,

1451946756843_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2044

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, July 14, 2016 3:36:50 PM
To: Howard Woolley
Cc: Robert Goodman; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Davis, Darreyl (FTA)
Subject: RE: Emailing - FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES - Signed.pdf

Howard,

It is the Grantee's responsibility to upload required documents into TRAMS. As a suggestion, you only need the one page (page 51) of the certs and assurances uploaded in the City of Long Branch's Recipient's profile.

Now that you have completed the certs and assurances, we need the amended STIP information and the Title VI plan. Has the STIP been amended? Have you uploaded the Title VI plan in the Recipient's profile?

Please let me know the status. Thank you. Rosie.

From: Howard Woolley [<mailto:hwoolley@longbranch.org>]
Sent: Thursday, July 14, 2016 2:17 PM
To: Luperena, Rosaria (FTA)
Cc: Robert Goodman; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'
Subject: Emailing - FTA FISCAL YEAR 2016 CERTIFICATIONS AND ASSURANCES - Signed.pdf

Rosie,

The Help Desk says I can't upload this into our application and that it is done by FTA. Hopefully you can do this this as we have it all signed. If there is a problem or we need to do this differently please

let me know.

Again I want to thank you for all your help on this application.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

NJTPA

Transportation Improvement Program Fiscal Years 2008 - 2011

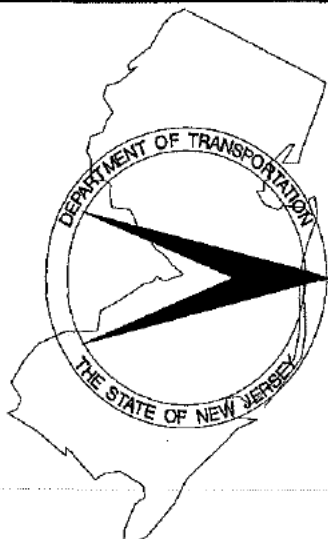
Routes

Mileposts: N/A

DBNUM: 06314

Section Long Branch Ferry Terminal

This project will provide for the design and construction of facilities for ferry service from Long Branch, New Jersey to New York and other destinations.



Counties:

Monmouth

Municipalities:

Long Branch City

Project Type:

Other

RCIS Category:

Transit Expansion

Sponsor:

NJDOT

Est. Total Project Cost:

(Million) Not Available

FY 2008 - 2011 TIP Cost: (Million) \$3.283

**Unconstrained
Information**

PHASE	SOURCE	2008	2009	2010	2011	2012
FA	FERRY	\$.708	\$.903			
FA	FERRY-FTA	\$1.672				
		\$2.380	\$.903			

From: [Davis, Darreyl \(FTA\)](#)
To: [Duchatellier, Madeleine \(FTA\)](#); [Pelt, Veronica \(FTA\)](#)
Subject: FW: INC092927 Long Branch 3127 - DUNS corrections
Date: Tuesday, September 20, 2016 9:30:18 PM

fyi

From: Malaster, Marci (FTA)
Sent: Tuesday, September 20, 2016 5:35 PM
To: Davis, Darreyl (FTA)
Cc: Schneider, David (FTA); Ellison, Faye (FTA); Luperena, Rosaria (FTA)
Subject: FW: INC092927 Long Branch 3127 - DUNS corrections

Please be advised this has been corrected.

ACTION: Please notify your grantee to take the following step to make sure the information correctly populates in TrAMS

From their Recipient Profile

1. Select Related Actions
2. From the menu Select the option "Sync with SAM"
3. The recipient will get a complete/success screen
4. The recipient should confirm that their legal business name now populates, their SAM Status populates and the location/addresses populate

Should the recipient not like the secondary name that populates (City of Long Branch, NJ) The recipient can submit a request to the region (upload to their profile) requesting that their Acronym be changed. You as the supervisor can do make that change under the Recipient Profile Related Actions Options - Profile/Payments

The grantee should check to make sure the proper DUNS now displays in their current awards as part of this process.

Call if you have questions.

From: Malaster, Marci (FTA)
Sent: Wednesday, August 31, 2016 7:07 PM
To: Titra Hamilton; Florence Iglesias; Leslie Thomas
Cc: Bowen, Marianne (FTA); Long, Matthew (FTA); Schneider, David (FTA)
Subject: INC092927 Long Branch 3127 - DUNS corrections

Ticket already assigned: INC092927
Please initiate the data fix to the profile and grants

This is to confirm the that DUNS correction is due to a missing digit at the beginning of the number

City of Long Branch' 3127
incorrectly shown as 819811913.

correct DUNS should be 081981193

Confirmed active in SAM now

Grant was recently closed – that will need to be updated

New trans Grant currently in progress that will need to be updated

Marci Malaster

marci.malaster@dot.gov

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Long Branch Pier Project
Date: Monday, November 14, 2016 10:10:39 AM
Attachments: [image003.png](#)
[OutlookEmoji-1470242692463_E-Mail.jpg](#)

FYI.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Monday, November 14, 2016 9:38 AM
To: Luperena, Rosaria (FTA)
Subject: Long Branch Pier Project

Rosie,

I believe all the issues regarding the status of the Long Branch Pier Project have been resolved.

At your convenience, please feel free to review our application for approval.

Please advise if it needs any further clarification or revision to make it a successful application.

As always, if there are any concerns, please advise at your earliest convenience.

Thanks!

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Hofler, Martin <Hofler@njtpa.org>

Sent: Friday, November 11, 2016 10:31 AM

To: Robert Goodman

Cc: Howard Woolley; Ameen, Mary; Donald.Burns@dot.gov; LMillan@njtransit.com; Chamberlain, Eve; Ludwig, Ann; LMillan@njtransit.com; Magnuson, Amy; JColangelo-bryan@njtransit.com; Vari, James

Subject: FW: eSTIP approvals

Robert, good morning:

The technical corrections have been made in the eSTIP and the project is now in the Transportation Improvement Program. Since the funding source is Section 5309, the next step is for the NJTPA to schedule a kick-off meeting with the City of Long Branch and NJ TRANSIT representatives. Eve Chamberlain of my staff will be in touch with you to solicit meeting available meeting dates.

Martin A. Hofler

Director of Capital Programming and Project Development

North Jersey Transportation Planning Authority

One Newark Center | 17th Floor | Newark, NJ 07102

Phone: (973) 639-8405 | Fax: (973) 639-1953

Email: hofler@njtpa.org | NJTPA: www.njtpa.org



From: Chamberlain, Eve

Sent: Thursday, November 10, 2016 10:03 AM

To: Vari, James <James.Vari@dot.nj.gov>; JAdam@njtransit.com

Cc: Ludwig, Ann <aludwig@njtpa.org>; Hofler, Martin <Hofler@njtpa.org>

Subject: eSTIP approvals

The following revisions to the TIP/STIP have been approved via the eSTIP:

06314	2016-11-08 11:07:33.0		Long Branch Pier and Ferry Terminal	NJTPA	Monmouth	NJTPA		
13316	2016-11-10 09:58:50.0	133160	Route 46, Canfield Avenue	NJTPA	Morris	CPM Project Management		
94071A	2016-11-10 09:57:45.0	001010	Route 72, East Road	NJTPA	Ocean	CPM Project Management		
T908	2016-11-10 10:00:21.0		Hoboken Long Slip Flood Protection Project		Hudson			
T909	2016-11-10 09:59:50.0		NJ TRANSIT Raritan River Drawbridge Replacement Project		Middlesex			
X30	2016-11-02 08:52:17.0		Planning and Research, Federal-Aid	Statewide	Various	Planning/SPR		

Eve Chamberlain

Principal Planner, Capital Programming

973-639-8421

North Jersey Transportation Planning Authority, Inc

One Newark Center, 17th floor

Newark, New Jersey 07102

From: [Luperena, Rosaria \(FTA\)](#)
To: [Burns, Donald \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Pier Project: Briefing on NJTPA Concerns for EA/EIS as part of Design Project for Pier/Ferry Terminal
Date: Tuesday, October 03, 2017 7:52:10 AM
Attachments: [OutlookEmoji-1470242692463_E-Mail50467592-462a-4ffa-b81c-d66cbbdf1233.jpg](#)
[20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)
[image00001.png](#)

<!--[if lte mso 15 || CheckWebRef]-->

Luperena, Rosaria (FTA) has shared a OneDrive for Business file with you. To view it, click the link below.

 [20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)

<!--[endif]-->

Hey Donald,

If you want to have a quick chat and quick call with Robert, let me know. Thanks. Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Monday, October 02, 2017 1:34 PM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>
Subject: Pier Project: Briefing on NJTPA Concerns for EA/EIS as part of Design Project for Pier/Ferry Terminal

Rosie,

As discussed, I've prepared a concise briefing regarding NJTPA's concerns regarding the initiation of a EA/EIS for the City of Long Branch Pier/Ferry Terminal design project. As the FTA is aware, the design work has been going on for years and we are very close to a final physical and program design for the project.

It is our intention to address all matters of environmental assessment and permitting as part of the overall project.

Please review the attached and let's look for an opportunity to discuss at your earliest convenience.

Thanks!

Best regards,

***** - Please note new office number***

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041



CITY OF LONG BRANCH
Office of Community and Economic Development
344 Broadway
Long Branch, New Jersey 07740
732-222-7000

City of Long Branch

Pier/Ferry Terminal Design

Integrating Existing Design Work with Partner Agency Expectations



CITY OF LONG BRANCH
Office of Community and Economic Development
344 Broadway
Long Branch, New Jersey 07740
732-222-7000

Project Expectations:

To establish an oceanfront transportation linkage from the proposed ferry terminal to Manhattan and other destinations which would enhance development of the City of Long Branch not only on our oceanfront but throughout the entire City and the surrounding communities.

The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

Project History:

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes.

Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal.

In November of 2008, the City of Long Branch contracted with McLaren Engineering Group to commence the preliminary engineering for the Long Branch Pier and Ferry Terminal. This work began in February of 2009 and completed *Phase I* in March of 2010. From this work, engineering analysis work was comprised of site analysis and assessment as well as topographic, hydrographic, wave and environmental force studies.



From April 2010 through July of 2010, McLaren Engineering Group conducted a series of public meetings with the greater Long Branch community to introduce early designs and considerations to elicit feedback. From these data gathering discussions, the design team proceeded to a series of preliminary designs for consideration. This work took place from August of 2010 through October of 2010.

The work products delivering design options as well as an economic analysis for feasibility that was delivered in November of 2011; indicated a number of design considerations that would have been in excess of \$150,000,000. These recommended design configuration were far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the recommended work project.



From December 2011 through December 2015 the City of Long Branch de-prioritized consideration of the project due to low probability of attracting investment. Due to inactivity, the Federal Transit Administration (FTA) de-obligated the allotted funds for design in November 2015 and notified the City of Long Branch.

The City of Long Branch petitioned to re-obligate the funds and worked with the FTA to provide a compliant application and close out of the previous project work. The City of Long Branch's petition was approved on February 10, 2016.

As of October 2, 2017, *Phase II* preliminary physical and program design is nearly complete with an expected design ready for the next phase of cost estimation.

Project design work is expected to finish in June of 2018.



CITY OF LONG BRANCH
Office of Community and Economic Development
344 Broadway
Long Branch, New Jersey 07740
732-222-7000

Primary Concern of Partner Agencies

Current Primary Concern:

Recent dialogue with the Northern Jersey Transportation Planning Authority (NJTPA), a Metropolitan Planning Organization for Region II of the Federal Transit Administration has indicated concerns that an Environmental Assessment / Environmental Impact Statement be conducted before any design work can commence on the project.

Defining the Vision. Shaping the Future.



One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400 • Fax (973) 639-1953 • www.njtpa.org

*Peter S. Palmer, Chair
Mary K. Murphy, Executive Director*

March 10, 2017

Robert Goodman
City of Long Branch Office of Community & Economic Development
344 Broadway
Long Branch, NJ 07740

Re: Long Branch Pier and Ferry Terminal Suggestion

Dear Mr. Goodman:

Thank you for hosting the February 6th meeting to discuss the replacement of the pier and the proposed Long Branch Ferry Terminal. I found the meeting to be very informative.

As you are aware, the City of Long Branch (City) has \$1.772 million (FTA Section 5309) that can be used towards design or construction of the Long Branch Pier and Ferry Terminal. This letter confirms that the funding has been added to the current Transportation Improvement Program (TIP) and will be included and available in the FY 2018 TIP. Please note: federal funds cannot be obligated unless the project is listed in the TIP.

During the meeting, you conveyed the City's intention to use the funds to prepare design plans that could be utilized to attract investors. However, before federal funds can be obligated for the design work phase, the City must first obtain an approved environmental document according to federal regulations.

Given the magnitude of the proposed Pier and Ferry Terminal with construction cost greater than \$100 million, the funding amount will probably be inadequate to pay for an Environmental Impact Statement (EIS). Instead, I suggest that the City conduct a feasibility study to determine if building the Long Branch Pier and Ferry Terminal is achievable. Using the Brooks Act, the City could use the money to solicit proposals from consultants who would examine some of the following objectives:

- Identify funding resources to pay for the EIS, design, right-of-way acquisition and construction
- Conduct an analysis of potential ferry service levels and forecast of ridership that considers existing rail and other current ferry services in the county
- Conduct traffic analyses based on the anticipated use of the Terminal and Pier

The Metropolitan Planning Organization for Northern New Jersey

- Obtain input/buy-in from key stakeholders such as developers, nearby business owners, NJDOT Harbor Operations - which includes the US Coast Guard - CAFRA, NJ TRANSIT and the Army Corp of Engineers, to name a few participants

I would recommend that the City contact FTA representatives to discuss and assess their opinion for conducting a feasibility study. NJ TRANSIT and the NJTPA should also be invited to this meeting.

Feel free to call me if you would like to further discuss this matter.

Sincerely yours,

Martin A. Hoffer, Director of Capital Programming and Project Development
NJTPA

Copy to: Mike Viscardi, NJT
Lou Milan, NJT
Donald Burns, FTA
Mary Ameen, NJTPA
Amy Magnuson, NJTPA
David Dawson, NJTPA
Eve Chamberlain, NJTPA



Position of the City of Long Branch

Points of Discussion

1. The NJTPA has communicated that an EA/EIS be conducted before any design work be completed, specifically addressing:
 - Identify funding resources to pay for the EIS, design, right-of-way acquisition and construction
 - Conduct an analysis of potential ferry service levels and forecast of ridership that considers existing rail and other current ferry services in the county
 - Conduct traffic analyses based on the anticipated use of the Terminal and Pier
 - Obtain input/buy-in from key stakeholders such as developers, nearby business owners, NJDOT Harbor Operations - which includes the US Coast Guard - CAFRA, NJ TRANSIT and the Army Corp of Engineers, to name a few participants
2. The City of Long Branch ***stipulates that the above cited items are important and must be completed***. Much of these task elements are incorporated into the existing agreement we have with the supplier providing the design services.
3. The City of Long Branch legal counsel has interpreted the need to conduct an EA/EIS after design work is complete in order to comply with NEPA.
4. Design work has been ongoing since 2009 with full acceptance on the State of New Jersey Transportation Improvement Plan (TIP). There is no historical involvement with NJTPA on this project or requests for an EA/EIS be conducted first before any design work be completed.
5. Based on the SOP provided by NJTPA, we believe that the Federal Transit Administration Regional Administrator has direct authority over the issue of when an EA/EIS would be required for a project under its jurisdiction. Our work scope incorporating these elements were reviewed when the remaining design funds were re-obligated towards the design work and the City of Long Branch believes we have had tacit approval to proceed with design work completion and conducting, eventually, a permitting process that would include an EA/EIS as needed.

See supporting documents on following slides



Exhibit A - Permitting Strategy Roadmap

REGULATORY: PERMIT Strategy

© 2017, TDG

2016 Evaluation of Permitting Process

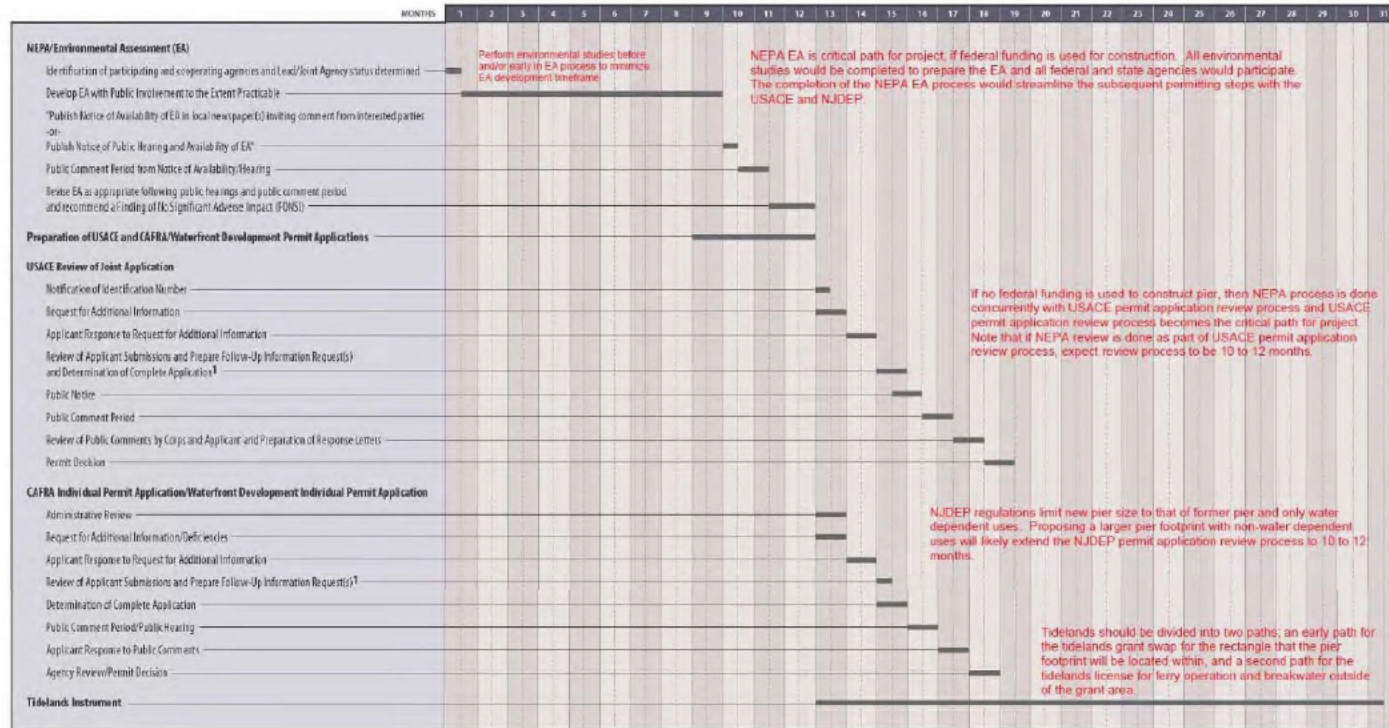


Figure 2K-1: Permitting Schedule

TASK 2K - ENVIRONMENTAL APPROVAL & PROJECT PERMITTING ACTION PLAN



AORF
Bernello Ajami & Partners Architects
Cook + Fox Architects

Horton Lees Brogden
James Baum & Bolles
MKW + Associates

Section 2K - 8
Conceptual Design

LONG BRANCH PIER
& FERRY TERMINAL

Page 158



Exhibit B – SOP For Initiating an EA/EIS

Title: Project Initiation and Determining NEPA Class of Action
Date: August 2016
SOP No.: 2
Issued by the Office of Planning and Environment (TPE)

1. Purpose

This document provides guidance for the earliest phase of the environmental review process for FTA projects.

2. Applicability/Scope

FTA determines if and when it will be involved in the environmental review process. Prior to initiating review, FTA needs to decide if there is an FTA action (i.e., a transit project proposed for FTA funding; see 23 CFR 771.107 for full definition). If there is no FTA action, FTA will likely not be involved. If there is an FTA action, Regional staff should determine the appropriate time for project initiation (i.e., the action is sufficiently defined that assessment of its environmental impacts is feasible) in consultation with the Regional Counsel, as appropriate. The Regional Office must also make a National Environmental Policy Act (NEPA) class of action determination.

3. Responsibilities

The FTA Regional Administrator, or designee, as appropriate, is generally responsible for all environmental decisions, including project initiation and determining the class of action, related to any FTA action, in consultation with the Regional Counsel. The project sponsor (generally the sponsoring transit agency) may recommend a certain class of action based on the project's potential impacts.

FTA Regional staff is responsible for managing the day-to-day activities of the review. This means the staff is responsible for regularly communicating with the project sponsor and ensuring FTA has the necessary information to support the Regional Administrator's decisions on a project.

4. Standard Procedures for Project Initiation

4.1. Project information. Project sponsors should coordinate with FTA Regional Staff for an initial determination as to whether an environmental impact statement (EIS) will likely be required. Per 23 U.S.C. § 139(e), for projects that will be evaluated with an EIS, the project sponsor must provide Regional staff with project initiation information on the proposed project, including the project description (i.e., the type of work, termini, length and general location of the project), a list of any anticipated Federal approvals, and any additional information that the project sponsor considers important for initiating a project. Additionally, FTA recommends the project sponsor provide a summary of prior planning work on the project; the project's general purpose and need (EIS); and, a graphic showing the location of the proposed project—its proposed termini, station and maintenance facility locations and sizes, and other pertinent project features. The project sponsor fulfills this information requirement by providing FTA Regional staff with any relevant documents that contain the required and suggested project information; the information may take the form of a draft notice of intent (NOI) for an EIS.

From: [Luperena, Rosaria \(FTA\)](#)
To: [Michael Martin \(mmartin@longbranch.org\)](#)
Cc: [Robert Goodman \(rgoodman@longbranch.org\)](#); [Davis, Darreyl \(FTA\)](#)
Subject: FW: Pier Project: City of Long Branch FFR Task/FFR Report - Past due
Date: Friday, August 11, 2017 7:49:59 AM
Attachments: [image001.jpg](#)
[City of Long Branch FY 2017 Q3 Federal Financial Report for Application NJ-2017-002-00.doc](#)

Mike,

There were no drawdowns done for the 3rd Quarter which is from April 1, 2017 through June 30, 2017. Unsure of the numbers you entered in the FFR. Are you stating future drawdowns? If you go into the award funds status screen in TRAMS, you will see no drawdowns have been done. You should have \$0 across the board. Please revise and return as soon as possible. Thank you.

Rosie.

From: Michael Martin [mailto:mmartin@longbranch.org]
Sent: Thursday, August 10, 2017 7:26 PM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Robert Goodman <rgoodman@longbranch.org>
Cc: Davis, Darreyl (FTA) <darreyl.davis@dot.gov>
Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

All Please see attached.

Mike Martin
CFO City of Long Branch

From: Luperena, Rosaria (FTA) [mailto:rosaria.luperena@dot.gov]
Sent: Thursday, August 10, 2017 9:03 AM
To: Robert Goodman <rgoodman@longbranch.org>
Cc: Michael Martin <mmartin@longbranch.org>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>
Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Hi Robert,

Thank you for your response. I have no questions. I just need the report.

Thanks.

Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]

Sent: Thursday, August 10, 2017 8:56 AM

To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Cc: Michael Martin <mmartin@longbranch.org>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>

Subject: Re: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Rosie,

I am working with our CFO, Michael Martin, to ensure that it is completed today. Thank you for the reminder and we apologize for the delay.

It will be returned today.

If you have any questions, I am available until 10:00 am and then after 11:30 am.

Thank you.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Thursday, August 10, 2017 8:47:37 AM

To: Robert Goodman

Cc: Michael Martin; Davis, Darreyl (FTA)

Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Good morning Robert,

This is a follow up to the voicemail messages and previous emails regarding the submission of the FFR report. I am concerned that the first FFR report from Long Branch was not submitted. I understand you had issues submitting the report in TRAMS which is why I sent a Word version of the FFR report. This was to document that Long Branch did in fact submit a FFR report. I expected that the report would have been returned on the same day, since no drawdowns were done in the last quarter. As of today, I have not received the report. Since the deadline has passed, July 31st, the FTA needs the report as soon as possible.

If you need any assistance, please call me at 212-668-2185.

Thank you.

Rosie.

From: Luperena, Rosaria (FTA)
Sent: Friday, August 04, 2017 9:43 AM
To: 'Robert Goodman' <rgoodman@longbranch.org>
Cc: Michael Martin (<mmartin@longbranch.org> <mmartin@longbranch.org>
Subject: RE: Pier Project: City of Long Branch FFR Task

Hi Robert,

I have not received the FFR as yet. Please submit so I can review. Thank you. Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Tuesday, August 01, 2017 9:44 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Michael Martin <mmartin@longbranch.org>
Subject: Re: Pier Project: City of Long Branch FFR Task

Rosie,

Thank you. We'll work to get this turned around promptly.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Tuesday, August 1, 2017 9:37:02 AM
To: Robert Goodman

Cc: Michael Martin; Luperena, Rosaria (FTA)
Subject: RE: Pier Project: City of Long Branch FFR Task

Hi Robert,

My apologies that we did not discuss this before the deadline. Unfortunately, TRAMS help desk misinformed you regarding the LSMs (Local Security Managers) of this office having the capability to assign tasks for quarterly reports. I looked at the report this morning and it looks like the report is still in "work in progress" mode. I don't know if you or Martin has access to enter the information but if not, I have attached a word document of the 3rd quarterly report. Enter the information and then return it to me when complete. Any questions, let me know.

Thanks. Rosie.

From: Luperena, Rosaria (FTA)
Sent: Friday, July 28, 2017 7:22 AM
To: 'Robert Goodman' <rgoodman@longbranch.org>
Cc: Michael Martin <mmartin@longbranch.org>
Subject: RE: Pier Project: City of Long Branch FFR Task

Good morning Robert,

I'm not sure I understand the question. Give me a call when you have a chance. Thanks. Rosie

Rosie Luperena
Tel: 212-668-2185

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Thursday, July 27, 2017 9:20 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch FFR Task

Rosie,

I hope this note finds you well.

We are in the process of filing our quarterly reports in TrAMS. I have filed the MPR, but we've run into a small snag with the FFR.

There were multiple FFR users in our system and the task ended up being accepted by myself.

I have revised the user roles so that there is only one FFR role now (Michael Martin, our CFO).

I have been advised by the TrAMS Help Desk that I must submit the request to you to have this task newly assigned to our remaining FFR.

If your team can accomplish this by Monday, I will work with Mr. Martin to have it completed in time for the deadline of July 31, 2017.

As always, appreciate your help and assistance. If you have any questions, please feel free to contact me at your earliest convenience.

Thanks!

Best regards,

***** - Please note new office number***

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Quarter 3 (Apr - Jun), FY 2017 Federal Financial Report

Federal Award Identification Number (FAIN)	NJ-2017-002-00
Temporary Application Number	3127-2016-1
Award Name	Long Branch Pier and Ferry Terminal
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Long Branch, City Of (inc)

Grantee OST Type	DBA Name	DUNS	Recipient ID	EIN Number
		081981193	3127	216000806

Location Type	Address	City	State	Zip
----------------------	----------------	-------------	--------------	------------

Part 2: Award Information

Title: Long Branch Pier and Ferry Terminal

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-2017-002-00	Active (Executed)	Grant	5/4/2016	5/16/2017	No

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320

Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Part 3: Federal Financial Report Information

Federal Financial Report Details

Report Type	Report Period	Final Report	Report Period Begin Date	Report Period End Date	Report Due Date	Submission Date
Quarterly	Quarter 3 (Apr - Jun), FY 2017	No	4/1/2017	6/30/2017	7/30/2017	

Status Log

Previous Status	New Status	Change Date	Change By
None	Work in Progress	7/1/2017	appian.administrator

Financial Status

Transactions	Previous	This Period	Cumulative
A. Federal Cash on Hand at Beginning of Period	\$0	\$0	\$0
B. Federal Cash Receipts	\$0	\$0	\$0
C. Federal Cash Disbursements	\$0	\$0	\$0
D. Federal Cash on Hand at End of Period	\$0	\$0	\$0
E. Total Federal Funds Authorized			\$1,772,320
F. Federal Share of Expenditures	\$0	\$689,384.38	\$689,384.38
G. Recipient Share of Expenditures	\$0	\$172,346.10	\$172,346.10
H. Total Expenditures(F + G)	\$0	\$861,730.48	\$861,730.48

I. Federal Share of Unliquidated Obligations			\$0
J. Recipient Share of Unliquidated Obligations			\$0
K. Total Unliquidated Obligations(I + J)			\$0
L. Total Federal Share (F + I)			\$689,384.38
M. Unobligated Balance of Federal Funds (E - L)			\$1,082,935.62
N. Total Recipient Share Required			\$354,464
O. Remaining Recipient Share to be provided N - (G + J)			\$182,117.90
P. Federal Program Income on Hand at Beginning of Period			\$0
Q. Total Federal Program income earned			\$0
R. Federal Program income expended in accordance with the deduction alternative			\$0
S. Federal Program income expended in accordance with the addition alternative			\$0
T. Federal Program income expended on allowable Transit Capital and Operating expenses			\$0
U. Federal Unexpended Program income (P + Q - R or S or T)			\$0

Indirect Expense

Type

Rate	0%
Base	\$0
Amount Charged	\$0
Federal Share	\$0
Period From	
Period To	

From: [Davis, Darreyl \(FTA\)](#)
To: [Davis, Darreyl \(FTA\)](#)
Subject: FW: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work
Date: Monday, February 05, 2018 8:37:00 PM
Attachments: [Outlook-1470242692.jpg](#)

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs

associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

***** - Please note new office number***

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Davis, Darreyl \(FTA\)](#)
To: [Pelt-Hawkins, Veronica \(FTA\)](#)
Subject: FW: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
Date: Monday, February 01, 2016 2:05:00 PM

fyi

From: Luperena, Rosaria (FTA)
Sent: Monday, February 01, 2016 2:04 PM
To: Howard H. Woolley, Jr., Administrator
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Shazor, Marilyn (FTA); Davis, Darreyl (FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

As a point of clarification, we are stilling awaiting approval for the restoration of funds for grant NJ-04-0034. Thank you.

From: Luperena, Rosaria (FTA)
Sent: Monday, February 01, 2016 1:17 PM
To: Howard H. Woolley, Jr., Administrator
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Shazor, Marilyn (FTA); Davis, Darreyl (FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Hello Howard,

We are still working with our Headquarters' office to restore the funds under grant NJ-04-0034. In the interim, funds under NJ-04-0026 are available to be drawn down. Long Branch can proceed with the project and draw down the available funds now under NJ-04-0026 that will lead to the close out of the grant; that will show a good faith effort. Once the funds under NJ-04-0034 are restored under our new electronic award managing system, TrAMS, the City can proceed with drawing down those funds and closing out this grant as well.

FTA would like assurance that the grants will remain active, so that they do not ever again pop up on inactive grants listings subject to be closed out. FTA would like Long Branch to adhere to the schedules it presented in your January 11, 2016 correspondence.

If you have any additional questions or need further assistance, please do not hesitate to call or email me.

Thank you.

Rosie

Rosie Luperena
Tel: 212-668-2185

From: Howard H. Woolley, Jr., Administrator [<mailto:hwoolley@longbranch.org>]
Sent: Thursday, January 28, 2016 10:56 AM
To: Shazor, Marilyn (FTA)
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Luperena, Rosaria (FTA); Davis, Darreyl (FTA)
Subject: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Ms. Shazor;

I hope that everything is satisfactory with our letter to you. Please advise us as to next steps. We are ready to proceed with the award of the contract pending your approval.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

From: Penner, Larry (FTA)
To: [Ellison, Faye \(FTA\)](#)
Subject: FW: City of Long Branch Pier and Ferry Terminal Project: Receipt ID #3127
Date: Friday, July 22, 2011 11:37:26 AM
Attachments: [20110722113023670.pdf](#)

FYI

LP

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@ci.long-branch.nj.us>]
Sent: Friday, July 22, 2011 11:31 AM
To: Branche, Ralph (FTA); Penner, Larry (FTA); RBECKELMAN@greenbaumlaw.com; rbasile@bbpallc.com; rmehlhorn@ci.long-branch.nj.us
Cc: 'Howard Woolley'
Subject: City of Long Branch Pier and Ferry Terminal Project: Receipt ID #3127

Gentlemen:

Attached please find the corrective actions recommended in the July 2010 FY2010 Compliance Report.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Friday, July 22, 2011 11:30 AM
To: Georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 07.22.2011 11:30:23 (-0400)
Queries to: ricoh@ci.long-branch.nj.us



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

July 21, 2011

Anthony Carr
Deputy Regional Administrator
US Department of Transportation
Federal Transit Administration
One Bowling Green, Room 429
New York, NY 10004-1415

Re: City of Long Branch Pier and Ferry Terminal Project:
Recipient ID #3127

Dear Mr. Carr:

It has recently come to my attention as the result of an audit that the Federal Transit Administration (FTA) has not determined that the City of Long Branch ("Long Branch") has addressed all of the requested corrective actions and closed out the findings from the FY2010 Triennial Review. I am writing to advise that the City of Long Branch was under the belief that it had addressed the open items and taken all required corrective action as of October 2010.

At that time, the FTA had been requesting various corrective actions from Long Branch, with which requests Long Branch believed it had complied, as explained in further detail below. When the FTA ceased requesting any further action, Long Branch took this to signify that no further action was required. Apparently, this was not the case, as I learned a couple of weeks ago. That being said, it is our intention to come into compliance and satisfy all requirements of the FTA.

The corrective actions recommended in the July 2010 FY2010 Compliance Review Report (the "Compliance Report") and the actions taken by Long Branch in response to such direction are addressed by Review Area in turn below:



recycled paper

1. Legal

Findings: Certifications and assurances had not been timely submitted for the fiscal year 2010.

Corrective Action Requested: Submit certifications and assurances for current year and submit documentation of procedure for timely submission of annual certifications and assurances.

Corrective Action Taken: Long Branch submitted its annual certifications and assurances shortly after the Compliance Report for FY2010 and has submitted its annual certifications and assurances for FY2011. Long Branch had been submitting its certifications and assurances on a calendar year, but has since taken corrective action to assure timely compliance. Specifically, we have incorporated into our grant management program an annual Outlook reminder to review the Federal Register after October 1 of each year for the annual list of certifications and assurances and to submit each year's certifications and assurances after publication in the Federal Register.

2. Financial

Findings: Long Branch did not have an approved DBE Program or a multi-year financial plan.

Corrective Action Requested: Submit a revised DBE Program and develop a multi-year financial plan including anticipated sources of local revenue.

Corrective Action Taken: Long Branch prepared a new FY2011 DBE Program that was approved by FTA in the fall 2010. In connection with that Program, Long Branch issued a publicized announcement of its DBE participation goals held a public hearing, providing 30 days for review of the proposed, followed by a public hearing, with published advance notice, concerning its DBE participation goals in October 2010. Long Branch also waited the required 45 days before finalizing the DBE Participation Goals. In connection with forming these goals, Long Branch sought input from Long Branch Chamber of Commerce, the Monmouth/Ocean County Development Organization, the Long Branch local library, the local chapter of the NAACP, and the New Jersey Association of Women Business Owners.

Long Branch submitted its multi-year financial plan for the project to FTA in September 2010.

3. Technical

Findings: Long Branch had not submitted Milestone/Progress Reports (MPRs).

Corrective Action Requested: Provide documentation of procedures for timely submission of MPRs.

Corrective Action Taken: Long Branch submitted documentation to FTA of its resources and procedures for managing the grant and submitting required reports in September 2010. Long Branch is aware that it has recently failed to submit MPRs. This resulted from the departure of the lead consultant in charge of assuring timely preparation and submission of MPRs. Long Branch has since replaced that individual, updated its MPRs, and has reinstituted its procedures for timely submission of MPRs with the new personnel.

7. Disadvantaged Business Enterprise

Findings: Long Branch did not have an approved DBE Program and was not a signatory to New Jersey's UCP agreement.

Corrective Action Requested: Submit a revised DBE Program to FTA, describe Long Branch's participation in the UCP and provide FTA with copies of signed UCP agreements.

Corrective Action Taken:

Long Branch submitted its revised DBE Program in October 2010.

In September 2010, Long Branch entered a memorandum of understanding (MOU) and became a signatory to the New Jersey Uniform Certification Program (NJUCP) and provided a copy of the signed agreement to FTA in September 2010.

Long Branch has required all of its sub recipients to provide annual certifications from its DBE firm sub consultants, using the form NJUCP form, as well as providing their certificates of continued DBE compliance. Long Branch just obtained annual certifications and certificates in late June and early July 2011 and has confirmed that all DBE participating firms continue to comply with DBE requirements. Long Branch has also confirmed that all DBE participants in the Project are accurately listed and described in the DBE Directory Management system electronic database accessible at www.njucp.net. Long Branch is utilizing Outlook reminders to track continued compliance requirements for DBE certifications, provision of DBE certificates, and review of the DBE Directory for inclusion and accuracy of information with respect to its DBE participants.

12. Title VI

Findings: Long Branch had not conducted an analysis of how the four factors in the DOT LEP Guidance apply to their grant programs and activities.

Corrective Action Requested: Submit plans for either conducting the four-factor analysis or utilizing a LEP analysis performed by the regional Metropolitan Planning Organization. Describe language assistance it has provided or intends to provide.

Corrective Action Taken: Long Branch described the language assistance it has provided and intended to provide in its previously approved Title VI Program. Long Branch has again provided such information in its draft revised Title VI Program submitted to FTA June 29, 2011, which is currently under review by FTA and expires July 31, 2011.

Long Branch began communications with the North Jersey Transportation Planning Authority (NJTPA) to solicit ideas and concepts for enhancing its efforts for language assistance to LEP individuals. While NJTPA offered some sources of information and guidance, the significant differences between Long Branch and the NJTPA in terms of the nature and purposes of the entities, the function and services of the entities, and the difference in available resources, there was little Long Branch could feasibly incorporate from NJTPA.

With respect to the four above requested analysis, on further review it appears that although Long Branch effectively did engage in such a process, it may not have effectively communicated this analysis to FTA. Therefore, the four-factor analysis is provided below.

(1) The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee:

Long Branch is a local municipality. It provides all of the typical functions of municipal government, including police, emergency, fire protection, code enforcement, trash collection, etc., as well as housing assistance programs through the Office of Community and Economic Development ("OCED"). Therefore, LEP persons may likely be exposed to all of Long Branch's services.

(2) The frequency with which LEP individuals come in contact with the program:

Again, the typical municipal services provided are available to all members of Long Branch's community, including LEP persons, so the potential frequency of LEP persons coming into contact with the programs is difficult to separate and measure.

(3) The nature and importance of the program, activity, or service provided by the recipient to people's lives:

Municipal services are significantly important to all members of the community, including LEP persons.

(4) The resources available to the recipient and costs:

Demographic data indicates that the most common language spoken by LEP persons is Spanish. Long Branch does employ Spanish-speaking persons in its major departments, such as police, emergency services and fire, as well as in other departments of the City. In many of these departments there is radio communication so a Spanish-speaking employee can typically be reached very quickly if the need for translation arises.

Long Branch's OCED appears to have a measurable number of Spanish-speaking LEP persons seeking its services with respect to housing. As discussed in Long Branch's Title VI and DBE Program submissions, the Long Branch OCED employees increased efforts to reach Spanish-speaking LEP persons and utilizes substantial bilingual materials.

Long Branch, like all local municipalities in New Jersey, has faced shrinking budgets, greatly diminished State aid, and extreme fiscal limitations over the past few years. Long Branch has had to reduce its work force and cut programs to balance its budget. While Long Branch has not diminished any of its efforts and procedures for assuring adequate provision of information and access to services for LEP persons, it has lacked the resources to notably expand such access, which it believes might be accomplished largely through increased technologies (for example, bilingual portions of its website or telephonic interpreters), or increased staffing or consultation services, such as bilingual training.

23. ITS Architecture

Findings: The project is not included in the Regional ITS architecture.

Corrective Action: Submit to FTA a plan to have the project included in the Regional ITS.

Corrective Action Taken: Long Branch has discussed inclusion of its Project in the NJTPA Regional ITS Plan. NJTPA advised that it would look for more details and review the Long Branch Ferry project. The NJTPA noted that it does have an ITS Regional Plan that includes ferry terminals as a general topic. The NJTPA advised that Central Staff was looking into amending Long Branch's Project into the Plan. The NJTPA has not gotten back to Long Branch with respect to its efforts.

With respect to the consideration of ITS Architecture, Long Branch has discussed the inclusion of ITS architecture in the Project with the Pier Architectural and Engineering Design Team. These discussions will continue, but it appears that at this stage of the design work, this discussion can, and perhaps should be, of more relevance as the design for the Project is beyond the concept phases and includes more firmed up details.

As for the lack of ITS Architecture for the Project being deemed a compliance item, Long Branch notes that the FTA Guidance documents are confusing in this respect and suggest that inclusion of ITS Architecture is not required, but optional. The FY2011 Triennial Review Workshop Workbook provides that a recipient must be included in a Regional ITS plan *if* ITS Architecture is being employed. The document states that ITS Architecture *may* be employed, but does not reference any provision under which it *must* be employed.

We hope that this sufficiently addresses your concerns and closes out any open issues pertaining to this Project. We apologize for not having cleared this up previously, but as noted above, Long Branch was under the belief that it had sufficiently addressed these issues based upon communications with FTA proceeding through September 2010, wherein FTA was specifically requesting these compliance items. After Long Branch provided what was being asked for in those communications, Long Branch concluded that all of the open items had been addressed. We note this misunderstanding not in the spirit of making excuses or attempting to pass the buck, but to emphasize that Long Branch did not knowingly ignore these open issues and fully-intended to comply.

Please do not hesitate to discuss further with me so that we can address any issues that are not deemed sufficiently addressed so that Long Branch can expeditiously take whatever further action may be required.

Thank you for your attention and guidance.

Very truly yours,



Howard H. Woolley, Jr.
Business Administrator

HHW:gb

cc: Ralph A. Branche, FTA Region II
Larry Penner, FTA Region II
Robert Beckelman, Esquire
Ralph Basile, BBP
Ronald Mehlhorn, Finance Director (COLB)

From: Penner, Larry (FTA)
To: ["John Mecca"; "jmecca@milligan CPA.com"](#)
Cc: [Branche, Ralph \(FTA\); Ellison, Faye \(FTA\)](#)
Subject: FW: City of Long Branch Pier and Ferry Terminal Project: Recipient ID #3127
Date: Wednesday, July 27, 2011 9:45:03 AM
Attachments: [20110722113023670.pdf](#)

Ralph:

Since this review took place under your prior watch, I would ask that you prepare a simple letter for Anthony to sign. The letter might also bring to their attention once again other open issues such as the failure to execute last year's grant offer and continued inability to submit Quarterly Financial and Milestone Progress Reports. (Feel free to cut and paste from the excellent e-mail you prepared several months ago). These two areas might have to remain open if they were issues from the past technical assistance Triennial Review. This letter could also inform our friends at City of Long Branch that Faye will become their new point of contact.

Note to John: I would ask you take a look at the submittals and weigh in if you believe they close or do not close the findings.

I would propose attempting to send out a response on or before the week of August 15th.

We still need to set up some sort of transition meeting in August or September to pass on City of Long Branch from Ralph to Faye.

I would ask you start looking at the calendar for a date in either month.

Thanks

Larry Penner
Director
Office of Operations
And Program Management
TRO-2
July 27, 2011

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@ci.long-branch.nj.us>]
Sent: Friday, July 22, 2011 11:31 AM
To: Branche, Ralph (FTA); Penner, Larry (FTA); RBECKELMAN@greenbaumlaw.com; rbasile@bbpallc.com; rmehlhorn@ci.long-branch.nj.us
Cc: 'Howard Woolley'
Subject: City of Long Branch Pier and Ferry Terminal Project: Recipient ID #3127

Gentlemen:

Attached please find the corrective actions recommended in the July 2010 FY2010 Compliance Report.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]

Sent: Friday, July 22, 2011 11:30 AM

To: Georgiana

Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 07.22.2011 11:30:23 (-0400)

Queries to: ricoh@ci.long-branch.nj.us



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

July 21, 2011

Anthony Carr
Deputy Regional Administrator
US Department of Transportation
Federal Transit Administration
One Bowling Green, Room 429
New York, NY 10004-1415

Re: City of Long Branch Pier and Ferry Terminal Project:
Recipient ID #3127

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Very truly yours,



Howard H. Woolley, Jr.
Business Administrator

HHW:gb

cc: Ralph A. Branche, FTA Region II
Larry Penner, FTA Region II
Robert Beckelman, Esquire
Ralph Basile, BBP
Ronald Mehlhorn, Finance Director (COLB)

From: [Ellison, Faye \(FTA\)](#)
To: [Penner, Larry \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Hill-Anderson, Dara CTR \(FTA\)](#)
Cc: [Branche, Ralph <FTA>](#)
Subject: FW: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Date: Monday, October 27, 2014 3:40:00 PM
Attachments: [20141027151825283.pdf](#)
Importance: High

Colleagues,

Attached is Long Branch's feedback from the meeting we had with them back in August. If you have any information or feedback to share, please send it to me via email, as I will try to prepare a response.

Thanks in advance,
Faye

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]
Sent: Monday, October 27, 2014 3:21 PM
To: Ellison, Faye (FTA)
Cc: Robert Beckelman; Basile Ralph; Howard Woolley Jr.
Subject: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Importance: High

Dear Ms. Ellison,

Please find attached an update and request for consideration of revised scope for the Pier and Ferry Terminal. I am also sending via postal service.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Monday, October 27, 2014 3:18 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 10.27.2014 15:18:25 (-0400)
Queries to: ricoh@ci.long-branch.nj.us



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

October 27, 2014

Faye Ellison
Department of Transportation
Federal Transit Administration
1 Bowling Green
Room 429
New York, NY 10004

**Re: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034
City of Long Branch Pier and Ferry Terminal:
Status Update and Request for Consideration of Revised Scope**

Dear Ms. Ellison:

The following is submitted as discussed when representatives of the Federal Transit Administration ("FTA") and City of Long Branch (the "City") met in August 2014, to provide a comprehensive update as to the status of the above grants and the City's request for the FTA's consideration of a revised scope, as set forth in greater detail below.

In July 2008 the City submitted a budget request in order to seek assignment of a grant number to start the FTA funding application process. In this request, the City shared the findings of a third-party feasibility study it had commissioned earlier which indicated that the total cost of the pier/ferry terminal project was likely to be about \$64.4 million. The City's application was for funds that would be used for preliminary design and engineering of the pier/ferry terminal. The two grant numbers are NJ-04-0026 and NJ-04-0034 (the "Grants").

Phase 1

The FTA requires that the pier design work be divided into phases, with each phase completed among private industry parties. Shortly after receipt of the funds, the City prepared and issued a solicitation document for phase 1 design services, to which over a dozen private entities responded. A comprehensive proposal evaluation process was undertaken which resulted in the selection of a design team led by McLaren Engineering Group ("McLaren") in 2009. The contract scope of work was to advance design of the pier/ferry terminal through 100% schematic



recycled paper

design. Also retained by the City, through a separate procurement, was the Skanska firm to prepare construction cost estimates as pier design evolved.

Completion of phase 1 design services was well underway but then delayed when the New Jersey Department of Environmental Protection (the "NJDEP") raised a question concerning the City's ownership of the underlying riparian rights, which are necessary to the right to perform the pier reconstruction. Additionally, the City's redevelopment plans were formulated and a sector permit was issued by the State of New Jersey in 1996 in conjunction with NJDEP to assure consistency within State regulations, the Coastal Areas Facilities Review Act ("CAFRA"), and to facilitate an expeditious review process for proposed redevelopment projects such as the pier in Long Branch.

These approvals provided for the pier to be reconstructed within the historic footprint and configuration of the last pier. In phase 1, the City proposed a design that deviates from the historic footprint, which is necessary to facilitate the inclusion of a ferry, leading to the City and NJDEP becoming engaged in lengthy discussions for over a one-year period to secure a new riparian grant to allow the pier/ferry terminal to proceed.

The City ultimately obtained a conceptual or conditional approval from NJDEP sufficient to allow the City to resume pier design to expand the footprint and include a ferry terminal. However, due to this delay and the necessary use of some contract funds to address pier design arising from the riparian rights issue and to assure that the ferry component remained a part of the Pier design, only about 30-40% schematic design, not 100%, could be completed under the phase 1 contract.

Another detour occurred when the City needed to reevaluate and reconfirm the feasibility of the entire Pier program in conjunction with the ferry component. This further delayed progress on design for 3-4 months and also cut a little further into the contract funds.

Also, as a result of the phase 1 design and ancillary construction cost estimating work that was completed, the addition of more commercial space on the pier, and after public sector and then City Council input on pier design and functions, the projected cost of the pier increased to about \$160 million in 2013.

In December 2013, after the commencement of phase 2, described below, the City directed the phase 1 contractor, McLaren Engineering Group, to suspend work, closeout work activities and submit a final invoice. Although there still remained funds for phase 1 under the Grant NJ-04-0026, the decision was made to terminate the phase 1 services contract and proceed with phase 2. The rationale for this decision was due to the fact that any further work toward finalizing design performed by the phase 1 contractor may have to be redone in the event a different contractor was awarded the work for phase 2. The services were stopped at a natural break point.

Phase 2

In August 2013, the City issued a phase 2 Request for Qualifications/Proposal (RFQ/P) for a private entity to provide the next set of pier/ferry terminal design services, pursuant to applicable federal procurement rules and regulations. Three entities responded with proposal submissions, including McLaren. After the City's evaluation process was completed, the City Council selected the ARUP team and directed staff to initiate contract discussions. The phase 2 scope of work includes the completion of any necessary revisions to phase 1 work, completion of 100% schematic design, completion of 100% design development and completion of 50% construction documents.

In preparation for phase 2 contract negotiations, in early 2014 the City secured an independent cost estimate for these planned services. Given that the pier cost had risen, the independent estimate of phase 2 design services came in far greater than remaining funds available under the two FTA grants.

A meeting was then held in April 2014 with ARUP to initiate discussions regarding their proposed budget. In May 2014 ARUP submitted a fee proposal for phase 2 design services, which covered all planning, architectural, engineering and environmental services in the City's RFQ/P, except completion of an environmental impact study ("EIS"). The ARUP cost proposal was close to the independent cost estimate secured earlier by the City.

In May 2014 the City was contacted by FTA to ask why Grant NJ-04-0034 should not be closed out by FTA due to "inactivity." The City requested a meeting with FTA to address the aforementioned budget situation. Also in May 2014, an engineer with FTA experience was retained to work with the City's redevelopment advisory team and FTA to address the current contract budget situation.

Given the fact that the remaining funds available under NJ-04-0026 and the total funds under NJ-04-0034 (which the City had not yet used) were significantly insufficient to proceed to award a contract to ARUP, the City refrained from further action until receiving guidance from FTA.

A meeting with FTA occurred on August 21, 2014. FTA requested that a comprehensive and thorough update be provided in the City's next milestone report and advised that the City may propose a modified scope for completion of the phase 2 services, utilizing the remaining funds available under both grants. The City prepared and pinned on TEAM its latest milestone updates in October 2014, which included a comprehensive narrative similar to the substance of this letter. The City's revised scope of services is described below.

Revised Scope of Services

Task 1: Pier Commercial Spaces Program and Impact on Ferry Ridership.

Revisit the phase 1 pier program of commercial space allocations and decide which uses stay on the pier versus which uses are built landside instead, in order to maximize ferry ridership potential.

Deliverable 1: market and economic feasibility impact assessment on ferry ridership.

Task 2: Conceptual Design- Pier and Ferry Terminal.

Review the phase 1 schematic design and re-craft a new concept to reflect the findings in Task 1.

Deliverable 2: conceptual design drawings for the pier and ferry terminal.

Task 3: Cost Projections- Pier and Ferry Terminal.

Recalculate pier and ferry terminal cost consistent with the findings of Tasks 1 and 2.

Deliverable 3: cost projections for the pier and ferry terminal.

Task 4: Financial Feasibility – Pier and Ferry Terminal.

Make any necessary program adjustments and incorporate revised pier and ferry terminal cost projections to recalculate financial feasibility.

Deliverable 4: Financial feasibility assessment for the pier and ferry terminal.

Schedule

Deliverable 1: 1/15/2015

Deliverable 2: 2/15/2015

Deliverable 3: 3/15/2015

Deliverable 4: 5/15/2015

Budget Range

\$560,000-\$770,000

This revised Scope of Work involves a four-step review of selected initial schematic investigations undertaken and delivered in Phase 1. The primary focus of these exercises is for the ARUP team, particularly the designers and development economists, to ascertain ways to address the City's objectives without re-engineering the Pier designs. The City objectives remain:

1. Focus only on data describing the Shaped Scheme design alternative for the Pier;
2. Assume that the Pier is to be built within the riparian rights areas identified in City discussions with NJDEP/Tidelands;

3. Retain a ferry terminal operation on the Pier;
4. Increase the amount of space to be leased to private entities;
5. Review the amount and size of Pier spaces dedicated to public uses; and
6. Decrease the total development cost of the proposed Pier.

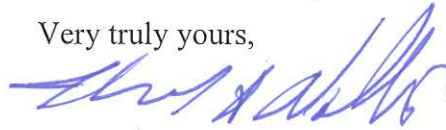
Phase 2 Procurement Status

The City has solicited a revised cost proposal from ARUP to meet the revised scope of services described above and is awaiting receipt of such cost proposal. Upon receipt of the proposal, subject to further direction from the FTA, the City will resume negotiations with ARUP pursuant to the federal procurement rules.

The City requests that the FTA review the foregoing and advise if the City may proceed with the revised scope as outlined above and herein. Please do not hesitate to contact me if you need anything further in connection with the evaluation of this matter or if you wish to discuss further.

Your assistance and attention concerning this matter is truly appreciated. We look forward to hearing from you.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Howard H. Woolley, Jr.", is written over the typed name.

Howard H. Woolley, Jr.
Business Administrator

From: [Ellison, Faye \(FTA\)](#)
To: [Howard Woolley \(hwoolley@longbranch.org\)](mailto:hwoolley@longbranch.org)
Cc: [Robert Beckelman](#)
Subject: FW: Long Branch NJ 04-0026/0034
Date: Wednesday, February 19, 2014 10:36:00 AM
Attachments: [20140219093101726.pdf](#)

Hi Mr. Woolley,

Please follow-up, we expect a letter from Long Branch, explaining why the inactivity and incomplete project(s) and your plans to close out the above referenced grants.

A hard copy is in the mail.

Thank you,
Faye



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

February 13, 2014

Mr. Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Re: NJ-04-0026 and NJ-04-0034

Dear Mr. Woolley:

The Federal Transit Administration (FTA) is responsible for ensuring that the transit projects we finance are implemented expediently. To this end, we annually review grants that have been awarded three or more years prior to the beginning of each fiscal year and have not had a disbursement of funds in twelve or more months prior to the beginning of the fiscal year. Your grants NJ-04-0024 and NJ-04-0034 met our criteria for inactivity. We are concerned that the City of Long Branch has made insufficient progress in bringing the projects funded in NJ-04-0026 and NJ-04-0034 to completion.

Section 12 of FTA's current master agreement, (Right of the Federal Government to Terminate) states that recipient agrees to all of the following:

- a. Justification. After providing notice, the Federal Government may suspend, suspend then terminate, or terminate all or any part of the Federal funding awarded for the Project if:
 - (1) The Recipient has violated the Underlying Agreement or this Master Agreement, especially if that violation would endanger substantial performance of the Project,
 - (2) The Recipient has failed to make reasonable progress on the Project, or
 - (3) The Federal Government determines that continuing to provide Federal funding for the Project does not adequately serve the purposes of the law authorizing the Project.

In the case of the City of Long Branch, FTA awarded \$1,563,989 in NJ-04-0024 on September 25, 2008 and the last disbursement was on November 19, 2013. FTA also, awarded \$1,772,320 in NJ-04-0034 on September 23, 2010 and no disbursements recorded in TEAM-Web to date.

Business Administrator, Howard Woolley
Inactive Grants, NJ-04-0026 & NJ-04-0034
February 13, 2014
Page 2 of 2

Based on the above information, as well as information contained in your milestone progress reports submitted to us since the grant was awarded, we have concluded that The City of Long Branch has failed to make reasonable progress on the projects funded in the grant and we intend to close this grant(s) no later than September 30, 2014.

However, we will consider holding these grants open if the City of Long Branch can provide evidence that the projects funded in this grant are active. This evidence must include:

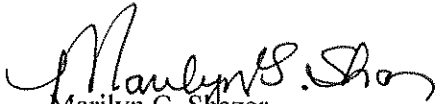
- 1) A schedule for completing the projects funded by the grant that shows specific and significant activities to be completed in FY 2014.
- 2) A schedule of draw-downs planned for this grant that includes significant draw-downs in FY 2014.

Once we receive this information from you, FTA will review it to determine whether the action plan demonstrates significant progress towards project completion, and we will inform you of our decision in writing.

Please provide a response to our request no later than 30 days after the date of this letter. If we do not receive a response to this letter, we will close NJ-04-0026 & NJ-04-0034 without further delay.

If you have any questions, please contact the Program Manager, Faye Ellison at 212-668-2172 or via email at Faye.Ellison@dot.gov.

Thank you,


Marilyn G. Spazor
Regional Administrator

From: Penner, Larry (FTA)
To: [Griffin, Margaret \(FTA\)](#)
Cc: [Hynes-Cherin, Brigid \(FTA\)](#); [Carr, Anthony \(FTA\)](#); [Ellison, Faye \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Subject: FW: Long Branch Pier Title VI program_v1.DOC
Date: Thursday, June 30, 2011 11:58:19 AM
Attachments: [Long Branch Pier Title VI program_v1.DOC.doc](#)

FYI

Larry

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@ci.long-branch.nj.us>]
Sent: Thursday, June 30, 2011 11:53 AM
To: Penner, Larry (FTA)
Subject: FW: Long Branch Pier Title VI program_v1.DOC

Mr. Penner;

As per Mr. Branche's instructions.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@ci.long-branch.nj.us>]
Sent: Wednesday, June 29, 2011 4:54 PM
To: John H. Prince Jr. (john.prince@fta.dot.gov)
Cc: Robert Beckelman (RBECKELMAN@greenbaumlaw.com); 'Ralph Basile'; Ralph.Branche@dot.gov
Subject: Long Branch Pier Title VI program_v1.DOC

Mr. Prince,

I have attached the Title VI Program Report for Long Branch for 2011.
Please let me know if any additions or corrections need to be made.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

CITY OF LONG BRANCH

TITLE VI UPDATE TO APPROVED JANUARY 28, 2009

TITLE VI PROGRAM

JUNE 29, 2011

INTRODUCTION

Pursuant to FTA Circular 4702.1A, the City of Long Branch hereby submits its updated Title VI Program. The format of this submission follows the outline for the General Requirements and Guidelines set forth Chapter 4 of FTA Circular 4702.1A. This report refers to and updates the previously approved Title VI program for the City of Long Branch on file with the FTA, which approval expires July 31, 2011. Since the approval of the Title VI Program, the City has determined its Disadvantaged Business Enterprise (DBE) participation goals, with its FY 2011 DBE Program being approved by FTA in October 2010. The City has awarded two contracts in connection with the Pier Project, one of which exceeds the City's DBE goal and the other which made good faith efforts to meet such goal, but provided a participation rate below the City's overall goal.

I. Requirement to Provide an Annual Title VI Certification and Assurance.

The City of Long Branch has submitted its annual Certifications and Assurances for FY 2011 and pinned them onto TEAM. With respect to its subrecipient, the City entered a contract for architectural engineering services with a consulting team lead by the McClaren Engineering Group (MEG) in November 2009. That contract contained the following provisions, pursuant to which by execution of the contract MEG certified to all of the following:

E. Civil Rights

1. Nondiscrimination- In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, MEG agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, MEG agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Equal Employment Opportunity- The following equal employment opportunity requirements apply to this Contract:

a. Race, Color, Creed, National Origin, Sex- In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, MEG agrees to comply with all applicable equal

employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. MEG agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, MEG agrees to comply with any implementing requirements FTA may issue.

b. Age- In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § 623 and Federal transit law at 49 U.S.C. § 5332, MEG agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, MEG agrees to comply with any implementing requirements FTA may issue.

c. Disabilities- In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, MEG agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, MEG agrees to comply with any implementing requirements FTA may issue.

3. MEG also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

F. Suspension and Debarment- This Contract is a covered transaction for purposes of 49 CFR Part 29. As such, MEG is required to verify that none of MEG, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945. MEG is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By executing this Contract, MEG certifies as follows:

The certification in this clause is a material representation of fact relied upon by CITY. If it is later determined that MEG knowingly rendered an erroneous certification, in addition to remedies available to CITY or the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. MEG agrees to comply with the

requirements of 49 CFR 29, Subpart C while this Contract is valid. Meg further agrees to include a provision requiring such compliance in its lower tier covered transactions.

G. Disadvantaged Business Enterprises (DBEs)

1. CITY is receiving federal financial assistance in connection with this Project and has set a Disadvantaged Business Enterprises (DBE) participation goal for FY2009 of 5%. As a recipient of federal funds, CITY has agreed to facilitate participation by DBE in the Project and assure that each third party contractor at any tier of the Project will facilitate participation by DBEs in the Project to the extent applicable.

2. The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this Contract. It is the policy of the City of Long Branch to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this Contract. A DBE contract goal of 5% percent has been established for this Contract. MEG shall make good faith efforts, as defined in Appendix A, 49 CFR Part 26, to meet the contract goal for DBE participation in the performance of this contract.

3. Pursuant to its Proposal, MEG has provided requested information concerning DBE firms and has committed to making good-faith efforts toward achieving CITY's DBE participation goal of 5%. In the performance of this Contract, MEG shall demonstrate its participation in the successful achievement of the CITY's DBE participation goal of 5% for this Contract or, if unable to achieve such goal, provide evidence of its good-faith efforts to achieve such goal, pursuant to 49 CFR, Part 26, Appendix A.

4. MEG shall, within thirty (30) business days of Execution of this Contract, execute formal subcontracts or purchase orders with the DBE Subconsultants identified in the Proposal. These written agreements shall be made available to the DBE Liaison Officer, c/o City Business Administrator, 344 Broadway, Long Branch, New Jersey 07742, upon request. All contracts between MEG and its Subconsultants and Subcontractors must contain a prompt payment clause as set forth in Section IV.B herein.

5. Prior to receiving final payment of the fee hereunder, MEG shall submit a report of DBE subcontract payments in a form acceptable to CITY, indicating all DBE payments made and remaining due. Failure to provide such a report and information may delay final payment.

H. Prompt Payment to Subconsultants and Subcontractors.

1. MEG is required to pay all Subconsultants and Subcontractors for all work that the Subconsultant or Subcontractor has satisfactorily completed, no later than thirty (30) business days after MEG has received payment from CITY.

2. A delay in or postponement of payment to a Subconsultant or Subcontractor requires good cause and prior written approval of CITY.

3. MEG is required to include, in each subcontract, a clause requiring the use of appropriate arbitration mechanisms to resolve all payment disputes.
4. CITY will not pay MEG for work performed unless and until MEG ensures that the Subconsultants and Subcontractors have been promptly paid for the work they have performed under all previous payment requests, as evidenced by the filing with CITY of lien waivers, canceled checks (if requested), unless CITY has been notified of a legitimate payment dispute with regard to payment of MEG's Subconsultants or Subcontractors and MEG's sworn statement that it has complied with the prompt payment requirements. MEG must submit a Prompt Payment Affidavit, in the form attached hereto as Exhibit E, which identifies each Subconsultant or Subcontractor (both DBE and non-DBE) and the date and amount of the last payment to such Subconsultant or Subcontractor, with every payment request filed with CITY, except for the first payment request, on every contract with CITY.
5. Failure to comply with these prompt payment requirements is a breach of this Contract, which may lead to any remedies permitted under law, including, but not limited to, MEG's debarment. In addition, MEG's failure to promptly pay its Subconsultants or Subcontractors may be subject to applicable provisions under the Federal Grant Requirements.

In August 2010 the City of Long Branch executed a contract for design cost estimate services with Skanska USA Building, Inc. (Skanska"). That contract contains the same provisions set forth above (with the exception of a smaller DBE participation, discussed in more detail below) pursuant to which by executing the contract, Skanska provided certification and assurances of compliance with all of those above provisions.

Finally, both of the subrecipients, Skanska and MEG, separately provided written certification and assurance of continued compliance with the above contract provisions on June 28, 2011 and June 29, 2011.

Subrecipient Skanska provided a certification from its DBE firm confirming that it continues to meet the DBE eligibility criteria. Long Branch is currently awaiting certifications from subrecipient MEG's DBE participating firms that they continue to meet the DBE eligibility criteria, but expects to have such certifications before the currently approved Title VI Program expires July 31, 2011.

II. Requirement to Develop Title VI Complaint Procedures.

The City of Long Branch's current Title VI Program sets forth its complaint procedures. The Complaint Procedures described therein have not been changed by the City of Long Branch and shall remain in effect. All subrecipients are expected to comply with the same complaint procedures.

III. Requirement to Record Title VI Investigations, Complaints and Lawsuits.

There have been no such complaints or investigations against the City or against its subrecipients. The City is in the process of obtaining verification from its subrecipients, MEG and Skanska, that there have been no such complaints or investigations with respect to each subrecipient. The City expects to have such confirmation early in July 2011.

IV. Requirement to Provide Meaningful Access to LEP Persons.

The City continues to implement its programs to assure meaningful access for limited English proficiency (LEP) persons of access to information concerning benefit services and information. In addition to the measures set forth in the City of Long Branch's previously approved Title VI Program, the City has several multi-lingual staff members available to assist with inquires requests from LEP persons. In September 2010, the City entered a memorandum of understanding (MOU) and became a signatory to the New Jersey Uniform Certification Program (NJUPC).

V. Requirements to Notify Beneficiaries of Protection Under Title VI.

As provided in the City's previously approved Title VI Program, the City's Office of Community and Economic Development (OCED) has available printed materials specifically explaining the tenets of the Civil Rights Act and a Fact Sheet that is also available to the public that explains in simple language one's right as they relate to Title VI. Additionally, the City has held public hearings with respect to DBE Participation Goals, at which meetings the City was prepared to provide information relating to Title VI requirements and respond to any questions that the public may have had with respect to Title VI obligations and civil rights.

VI. Requirement to Provide Additional Information Upon Request.

The City stands ready to provide any additional information that may be requested by FTA in connection with its Title VI Program.

VII. Requirement to Prepare and Submit a Title VI Program.

As set forth in FTA Circular 4702.1(A), the collection and reporting of the information contained herein for the three and a half year review constitutes the recipient's Title VI Program. Continuing to follow the format of that section of the FTA Circular, also included are the following, each of which are addressed in turn below:

A. *The summary of public outreach and involvement of activities undertaken since the last submission and a description and steps taken to insure that minority and low income people had meaningful access to these activities.* In addition to those outlined above, the City's FY2011 Disadvantage Business Enterprise (DBE) Program, which was approved by FTA in the Fall of 2010. In connection with that update, the City issued a publicized announcement of its DBE participation goals held a public hearing, providing 30 days for review of the proposed, followed by a public hearing, with published advance notice, concerning its DBE participation goals in October 2010. The City also waited the required 45 days before finalizing the DBE Participation Goals. In connection with forming these goals, the City sought input from Long Branch Chamber of Commerce, the Monmouth/Ocean County Development Organization, the Long Branch local library, the local chapter of the NAACP, and the New Jersey Association of Women Business Owners.

B. *A copy of the agency's plan for providing language assistance for persons with limited English proficiency that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.* See Section 5 above.

C. *A copy of the agency's procedure for tracking and investigating Title VI Complaints.* As set forth above in Section II, the City has not changed its procedures for investigating and tracking complaints as set forth in its previously approved Title VI Program.

D. *A list of any Title VI investigations, complaints or lawsuits filed with the agency since the time of the last submission.* None.

E. *A copy of the agency's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.* See responses above. Also, a copy of such Notice was provided and is included in the City's previously approved Title VI Program.

VIII. Additional Updates of Events and Progress Since January 29, 2009 Approval of the City of Long Branch's Title VI Program.

In December 2009, the City awarded its first contract for services in connection with the Pier Project, which was a contract for architectural and engineering services with MEG as briefly described above. Also as set forth above, MEG was required to comply with the various components of Long Branch's Title VI and DBE Programs. Specifically with respect to MEG contract, a DBE goal of 5%, was set, which matches the City's actual participation goals. Since that time, MEG has supplied assurances of its continued commitment to fulfill that obligation and, in fact, to date has exceeded that goal and achieved a 5.6% DBE participation.

The City entered its second contract with respect to the Pier Project in August 2010 with Skanska USA Buildings, Inc., for the provision of cost estimate services. Skanska has been required to comply with all of the same provisions under its contract, and also has certified its past compliance and its continued commitment to comply with the City's Title VI and DBE participation goals. Due to the limited scope of the contract with Skanska, it could not meet with City's 5% DBE participation goal. The City did, however, assure, that Skanska made good faith efforts to meet the City's goals. MEG exceeded the 5% goal for the provision of 5.6% participation with three DBE firms. As noted above, due to the limited services required and the lack of feasible ability to provided sub-contractor opportunities, Skanska shall provide a 3.14% DBE participation. Skanska has, however, provided evidence of its good faith efforts to obtain a higher goal.

The FTA conducted a full compliance review of the City in July 2010. The FTA issued a report of its findings and corrective actions to be taken in July 2010. No further action has been requested by FTA since September 2010 and the City believes it had completed all of the required actions satisfactorily by October 2010. In connection with that review, the City also completed its updated FY2011 DBE Program, which was approved by the FTA in October 2010.

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#)
Cc: [Brian Dowling](#)
Subject: FW: Long Branch Pier and Ferry Terminal Project - STIP/TIP
Date: Wednesday, August 18, 2010 3:23:54 PM

[Ralph,](#)

[Hopefully this will help us out on this issue.](#)

[Chub](#)

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Chamberlain, Eve [<mailto:echamberlain@njtpa.org>]
Sent: Wednesday, August 18, 2010 2:58 PM
To: Brian Dowling; hwoolley@ci.long-branch.nj.us
Cc: Ludwig, Ann; Hofler, Martin
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP

[Brian,](#)

[Thanks for calling today. The update you provided is helpful. It will not be a problem to have the Long Branch Ferry project be added to the TIP/STIP for Preliminary Design. Additionally, we should be able to add it in October when we update the Capital Program for FY 2011. I'll make sure that Mr Woolley's letter is on file for that to happen.](#)

[Don't hesitate to call if you have further questions.](#)

[Eve](#)

Eve Chamberlain

[NJTPA](#)

[973-639-8421](#)

From: Chamberlain, Eve
Sent: Tuesday, August 10, 2010 12:13 PM
To: 'Brian Dowling'; 'Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)'
Cc: Ludwig, Ann; Hofler, Martin
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP

[Mr. Woolley and Brian,](#)

As a follow up to the email from yesterday I discussed your desire to move the Long Branch Ferry project forward with NJTPA Central Staff. Several concerns were raised. Some of the issues you may recall from our previous conversations. When I hear back from you I will pass along the information or if you think it is necessary we can set up a meeting to more fully establish the requirements for projects using federal funds.

- A project cannot be listed in the TIP for Final Design and Engineering without having completed the environmental process (NEPA). Is this underway?
- In order to use federal funds for Final Design, the sponsor must show that there are sufficient and committed funds to construct the whole project.
- Federal funds won't be authorized for a Ferry Terminal unless there is a commitment from an operator for the ferry service.

Perhaps these issues have been addressed. I look forward to hearing back from you.

Regards,

Eve

Eve Chamberlain

NJTPA

973-639-8421

From: Chamberlain, Eve
Sent: Monday, August 09, 2010 10:55 AM
To: 'Brian Dowling'
Cc: 'Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)'; Ludwig, Ann; Hofler, Martin
Subject: RE: Long Branch Pier and Ferry Terminal Project - STIP/TIP

Brian,

I have been trying to gather some information for you and Mr. Woolley regarding the FTA requirements. As of yet, I have not been able to find out anything specific to your questions. As soon as I have information I will forward it on to you both.

As for getting into the TIP/STIP, the letter you forwarded to me in combination with the fact of federally funding is enough to have the project amended into the FY 2011 program. Once I receive the letter we will begin the process with a public comment period and the project will go to the NJTPA Board for a vote at their Fall meeting.

Please don't hesitate to be in touch if you have further questions.

Regards,

Eve

Eve Chamberlain

NJTPA

973-639-8421

From: Brian Dowling [mailto:BDowling@bbpallc.com]
Sent: Thursday, July 29, 2010 9:54 AM
To: Chamberlain, Eve
Cc: Howard H. Woolley Jr. (hwoolley@ci.long-branch.nj.us)
Subject: Long Branch Pier and Ferry Terminal Project - STIP/TIP

Dear Eve,

We spoke in the beginning of July about the process for requesting that the Long Branch Pier and Ferry Terminal project be included in the NJ STIP/TIP. As you suggested, the City sent a letter to Mary Murphy on July 8.

The City is in the process of accessing a Federal Funds and needs to address the STIP/TIP issue to respond to questions from the FTA. I know you said that the NJTPA does not meet again until the Fall. Can you recommend any documentation/letter that we may show the FTA to update them on our progress regarding including out project in the TIP/STIP?

I have attached a copy of the letter the City sent Ms. Murphy.

Thank you,

Brian

Brian Dowling
Senior Associate
BBP LLC
bdowling@bbpallc.com
443.261.1986 (direct)

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#); [Penner, Larry \(FTA\)](#)
Subject: FW: New Grant
Date: Wednesday, August 18, 2010 11:40:51 AM

I've added the numbers and amounts for the earmarks and tried to resubmit but it says I can't. Hopefully the changes went through.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Howard Woolley [mailto:hwoolley@ci.long-branch.nj.us]
Sent: Wednesday, August 18, 2010 11:14 AM
To: Subject: New Grant

Thanks for all your help. We have submitted NJ-04-0034 this AM.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

From: [Sledge, Kimberly \(FTA\)](#)
To: [W.J.ams, Vanessa \(FTA\)](#)
Cc: [Schubbe, Adam \(FTA\)](#)
Subject: FW: Pier Project: Resolving eligibility for 5307 Passenger Ferry Grant funding
Date: Wednesday, March 21, 2018 10:43:11 AM
Attachments: [image001.jpg](#)
[image002.jpg](#)

Vanessa,

This is the only email that came up in my search.

From: Sledge, Kimberly (FTA)
Sent: Tuesday, September 19, 2017 10:23 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Subject: RE: Pier Project: Resolving eligibility for 5307 Passenger Ferry Grant funding

<https://www.gpo.gov/fdsys/pkg/FR-2017-08-23/html/2017-17814.htm>

From: Luperena, Rosaria (FTA)
Sent: Tuesday, September 19, 2017 10:14 AM
To: Sledge, Kimberly (FTA) <Kimberly.Sledge@dot.gov>
Subject: FW: Pier Project: Resolving eligibility for 5307 Passenger Ferry Grant funding

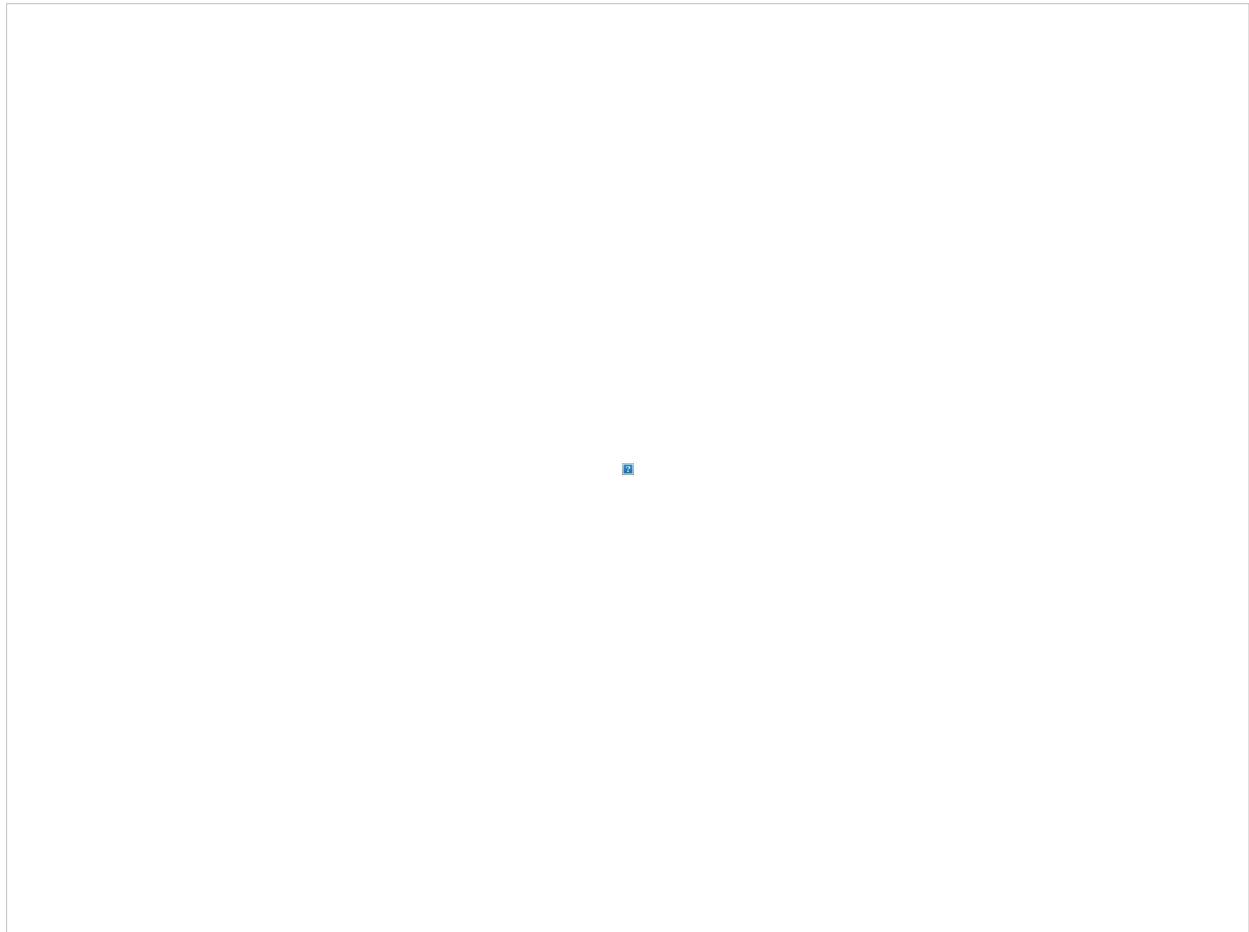
Hi Kim

As per our discussion, see the slide below sent to the City of Long Branch from the 9/12 webinar. Thanks so much for your help, Rosie.

From: Robert Goodman [<mailto:robertgoodman@longbranch.org>]
Sent: Monday, September 18, 2017 8:56 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Subject: Pier Project: Resolving eligibility for 5307 Passenger Ferry Grant funding

Rosie

Our understanding of eligibility came from the wording in this slide from the webinar that purchase of a new terminal would have been an eligible activity (red markings ours).



Nonetheless, after reviewing a list of prior projects awarded, we can see that the purchase of new terminals is not historically a use of these grant funds.

Thank you for the clarification and follow-up. If we need to speak with the FTA regarding any future funding, we will do so directly.

Thanks!

Best regards

**** - Please note new office number**

\$470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director Office of Community and Economic Development

732-933-2041

From: Georgiana Barone, Admin. Secty.
To: [Shazor, Marilyn \(FTA\)](#)
Cc: aschneider@lawoffice.com; [Adam Schneider](#); [Kathleen Billings](#); [John Pallone](#); dr08m34j@aol.com; [Michael Sirianni](#); [J. Bastelli](#); frank.pallone@mail.house.gov; [Davis, Darreyl \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#); [Howard H. Woolley, Jr., Administrator](#)
Subject: Grant # NJ-04-0026-00
Date: Monday, January 11, 2016 4:50:16 PM
Attachments: [SKM_C364e16011116250.pdf](#)

Dear Ms. Shazor:

On behalf of Howard H. Woolley, Jr., please find attached letter regarding Grant #NJ-04-0026-00.

Thank you,

Georgiana Barone

Secretary to Howard H. Woolley, Jr.

Business Administrator

732-571-5645

hwoolley@longbranch.org

From: konicalb@longbranch.org [mailto:konicalb@longbranch.org]

Sent: Monday, January 11, 2016 4:26 PM

To: Georgiana Barone, Admin. Secty.

Subject: Message from KM_C364e



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

January 11, 2016

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: NJ-04-0026-00 - Subject to Closeout
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

This letter is in response to your letter dated November 23, 2015, regarding the closeout of grant number NJ040026. We respectfully request that the subject grant not be closed out so that the City of Long Branch may complete this much needed project. We have also included grant number NJ040034 in the proposed Phase II since this grant also funds the completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.



recycled paper

The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

Grant NJ-04-0026-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Begin Preliminary Design	Feb. 10, 2016
Review/Assess Phase 1 Preliminary Design Findings/Assumptions	March 31, 2016

Advance Preliminary Design/Engineering	July 31, 2016
Contract Complete with Respect to Grant NJ04002600 Funds	August 15, 2016
Grant Closeout	August 31, 2016

PROJECT ADMINISTRATION

Grant NJ-04-0026-00

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
First Project Admin Expense	March 1, 2016
Last Project Admin Expense	Aug., 15, 2016
Contract Completion	Aug. 15, 2016
Grant Closeout	Aug. 31, 2016

Grant NJ-04-0034-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016

Commence from Preliminary Design Advancement from Grant NJ04002600	July 31, 2016
Begin Public Outreach	Aug. 31, 2016
Refine Engineering/Concept Designs	Nov. 30, 2016
Stakeholder Refinement of Preliminary Engineering/Concept Designs	Jan. 31, 2017
30% Complete Prelim Design	March 31, 2017
60% Complete Prelim Design	June 30, 2017
Complete Draft Conceptual Design Report	Aug. 31, 2017
Release Request for Expression of Interest (RFEI) For Public-Private Partnership	Oct. 1, 2017
Review/Evaluate Responses to RFEI	Nov. 30, 2017
Negotiate Public-Private Partnership to Advance/Fund Final Design	Jan. 31, 2018
Finalize Conceptual Design Report (100% Complete Preliminary Design)	March 31, 2018
Complete Public Outreach	April 30, 2018
Enter Public-Private Contract to Advance/Fund Final Design	May 31, 2018
Presentation to City	June 1, 2018
Contract Complete	June 1, 2018
Grant Closeout	June 30, 2018

PROJECT ADMINISTRATION

Grant NJ-04-0034-00

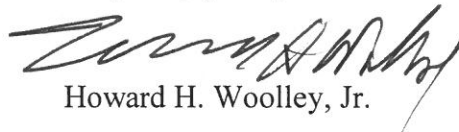
	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	Aug. 31, 2016
	Last Project Admin Expense	June 1, 2018
	Contract Completion	June 1, 2018
	Grant Closeout	June 30, 2018

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

If you have any further questions or need additional information please contact me at 732-571-5645 or email hwoolley@longbranch.org.

Very truly yours,



Howard H. Woolley, Jr.

Business Administrator

cc: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone
Darreyl Davis, FTA
Rosie Luperena, FTA

From: [Davis, Darreyl \(FTA\)](#)
To: [Duchatellier, Madeleine \(FTA\)](#)
Subject: Inactive grant letters
Date: Tuesday, March 29, 2016 2:06:00 PM
Attachments: [2015 11 23 Cape May County Inactive Grant Close Out Letter.pdf](#)
[2015 11 23 City of Long Branch Inactive Grant Close Out Letter.pdf](#)

Found these,

Mike K. had some communications but I think were in email and not letter waiting on his response.

Thank you.

-D



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

November 23, 2015

Mr. Dale Foster, P.E.
County Engineer
Cape May County
Department of Public Works
4 Moore Road
Cape May Court House, NJ 08210-1601

Re: NJ-04-0040-00 – Subject to Closeout

Dear Mr. Foster:

The Federal Transit Administration (FTA) is responsible for ensuring that the transit projects we finance are implemented expeditiously. To this end, we annually review grants that have been awarded three or more years prior to the beginning of each fiscal year and have not had a disbursement of funds in twelve or more months prior to the beginning of the fiscal year. Your grant NJ-04-0040 met our criteria for inactivity. We are concerned that County of Cape May has made insufficient progress in bringing the projects funded in NJ-04-0040 to completion.

Section 12 of FTA's current master agreement, (Right of the Federal Government to Terminate) states:

The Recipient agrees that:

- a. Justification. After providing written notice to the Recipient, the Federal Government may suspend, suspend then terminate, or terminate all or any part of the Federal funding awarded for the Project if:
- (1) The Recipient has violated the Underlying Agreement or this Master Agreement, especially if that violation would endanger substantial performance of the Project,
 - (2) The Recipient has failed to make reasonable progress implementing the Project, or
 - (3) The Federal Government determines that continuing to provide Federal funding for the Project does not adequately serve the purposes of the law authorizing the Project,

In the case of County of Cape May FTA awarded \$995,200 in NJ-04-0040 on September 5, 2012 and there have been no disbursements from this grant.

Based on the above information, as well as information contained in your milestone progress reports submitted to us since the grant was awarded, we have concluded that County of Cape May has failed to make reasonable progress on the projects funded in the grant and we intend to close this grant(s) no later than March 31, 2016.

Mr. Dale Foster, P.E.
Cape May County
November 20, 2015
Page 2

However, we will consider holding this grant open if County of Cape May can provide evidence that the projects funded in this grant are active. This evidence must include:

- 1) A schedule for completing the projects funded by the grant that shows specific and significant activities to be completed in FY 2016.
- 2) A schedule of draw-downs planned for this grant that includes significant draw-downs in FY 2016.

Once we receive this information from you, FTA will review it to determine whether the action plan demonstrates significant progress towards project completion, and we will inform you of our decision in writing.

Please provide a response to our request no later than 30 days after the date of this letter. If we do not receive a response to this letter, we will close NJ-04-0040-00 without further delay.

If you have any questions, please contact Veronica Pelt-Hawkins at 212-668-2184 or via email at veronica.pelt-hawking@dot.gov.

Thank you,



Marilyn G. Shazor
Regional Administrator

cc: Nancy Mauro, County of Cape May (via email)
Darreyl D. Davis, FTA (via email)
Veronica Pelt-Hawkins (via email)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

November 23, 2015

Howard Woolley
City Administrator
City of Long Branch
344 Broadway
Long Branch, NY 07740

Re: NJ-04-0026-00 – Subject to Closeout

Dear Mr. Woolley:

The Federal Transit Administration (FTA) is responsible for ensuring that the transit projects we finance are implemented expediently. To this end, we annually review grants that have been awarded three or more years prior to the beginning of each fiscal year and have not had a disbursement of funds in twelve or more months prior to the beginning of the fiscal year. Your grant, NJ-04-0026-00 met our criteria for inactivity. We are concerned that City of Long Branch has made insufficient progress in bringing the projects funded in NJ-04-0026-00 to completion.

Section 12 of FTA's current master agreement, (Right of the Federal Government to Terminate) states:

The Recipient agrees that:

a. Justification. After providing written notice to the Recipient, the Federal Government may suspend, suspend then terminate, or terminate all or any part of the Federal funding awarded for the Project if:

- 1) The Recipient has violated the Underlying Agreement or this Master Agreement, especially if that violation would endanger substantial performance of the Project,
- 2) The Recipient has failed to make reasonable progress implementing the Project, or
- 3) The Federal Government determines that continuing to provide Federal funding for the Project does not adequately serve the purposes of the law authorizing the Project.

In the case of City of Long Branch, FTA awarded \$1,563,989 in NJ-04-0026-00 on September 25, 2008 and the last disbursement for \$323,973 was drawn down on June 4, 2014.

Based on the above information, as well as information contained in your milestone progress reports submitted to us since the grant was awarded, we have concluded that City of Long Branch has failed to make reasonable progress on the projects funded in the grant and we

NJ-04-0026-00 – Subject to Closeout
Page 2 of 2

intend to close this grant no later than December 10, 2015.

However, we will consider holding this grant open if City of Long Branch can provide evidence that the projects funded in this grant are active. This evidence must include:

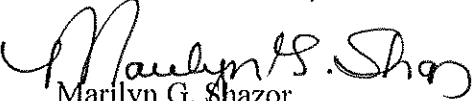
- 1) A schedule for completing the project funded by the grant that shows specific and significant activities to be completed in FY 2015.
- 2) A schedule of draw-downs planned for this grant that includes significant draw-downs in FY 2015.

Once we receive this information from you, FTA will review it to determine whether the action plan demonstrates significant progress towards project completion and inform you of our decision in writing.

Please provide a response to our request no later than 30 days after the date of this letter. If we do not receive a response to this letter, we will close NJ-04-0026-00 0 without further delay.

If you have any questions, please contact Darreyl Davis at 212-668-2186 or via email at darreyl.davis@dot.gov or Rosie Luperena at 212-668-2185 or via email at rosaria.luperena@dot.gov.

Thank you,


Marilyn G. Shazor
Regional Administrator

Enclosure

cc: Darreyl D. Davis, FTA Region 2 (via email)
Rosie Luperena, FTA Region 2 (via email)
Howard Woolley, City of Long Branch (via email)

Rosenberger, Karen (FHWA)

From: Remezova, Valeriya (FHWA)
Sent: Thursday, November 12, 2015 1:08 PM
To: Chau, Maria (FHWA); Fischer, Benjamin (FHWA); Kramer, Kaylie (FHWA); Rosenberger, Karen (FHWA); Toni, Melissa (FHWA)
Subject: Re: HPE PY 16 IWP Request.

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

This is a friendly reminder about your development of PY 16 IWPs prior to schedules for this month individual discussions. I posted an IWP template on "P" drive (reference the link below) for you to copy and paste your CJE's tasks. If you have any questions or need clarification please let me know.
Valeriya.

From: Remezova, Valeriya (FHWA)
Sent: Thursday, October 01, 2015 1:40 PM
To: Chau, Maria (FHWA); Fischer, Benjamin (FHWA); Kramer, Kaylie (FHWA); Rosenberger, Karen (FHWA); Toni, Melissa (FHWA)
Subject: Re: HPE PY 16 IWP Request.

Good afternoon,

Please develop your PY 16 IWP and enter the I Quarter information prior to individual discussions in early November. The template for PY 16 IWP is located on "P" drive: PROGRAMS/060.000 Admin/060.700 HPE PY 16 IWP. I will email you appointments for the PY 16 IWP individual discussions on a week of October 26th.

If you have any further questions or need clarification please let me know.
Valeriya.

From: Ralph Basile
To: [Shazor, Marilyn \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#)
Cc: hwoolley@longbranch.org; [Robert BECKELMAN](#)
Subject: Long Branch Ferry Terminal/Pier--Phase II Contract Management Plan
Date: Tuesday, December 29, 2015 1:18:42 PM
Attachments: [FTA Memo.docx](#)

Ms. Shazor,

At the direction of Rosie Luperena, attached please find the plan formulated by the City of Long Branch, NJ, to expend funds remaining under FTA grants NJ-04-0026-00 and NJ-04-0034-00.

Thank you.

Ralph Basile

Principal

Vantage Point Real Estate Development Management, LLC

20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401

Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500

www.vantagepointredm.com

Memorandum

To: Ms. Marilyn G. Shazor, Region II Administrator, US Department of Transportation, Federal Transit Administration via marilyn.shazor@dot.gov

cc: Mr. Darreyl Davis via darreyl.davis@dot.gov

cc: Ms. Rosie Luperena via rosaria.luperena@dot.gov

From: Howard Woolley, City Administrator, City of Long Branch, NJ, with assistance by Ralph J. Basile, City redevelopment consultant

Subject: Plan to Use Remaining Funds in NJ-04-0026-00 and NJ-04-0034-00

Date: December 29, 2015

Mr. Davis and Ms. Luperena,

As directed by Rosie Luperena in her conversation on December 22, 2015, with Mr. Robert Beckelman, City legal counsel, below is the plan proposed by the City of Long Branch to expend remaining funds in the two above-referenced grants. The available funds remaining under NJ-04-0026-00 are \$404,965 (\$323,972 in unobligated federal funds and a remaining local share of \$80,993) and the total grant funds for NJ-04-0034-00 are \$2,215,400 (\$1,772,320 federal share and local share of \$443,080) for a total possible budget of \$2,620,365. Thus, the total federal funds dedicated would be up to \$2,096,292 and the City would obligate a local share of \$485,958. The City believes that implementation of the plan set forth herein will make substantial progress in bringing to fruition the contemplated oceanfront pier ferry terminal project contemplated in our City.

In our Phase I efforts funded under grant NJ-04-0026-00, much of the engineering work needed to move ahead with this project was completed and a direction was set to move into the next phase of work centered on formulating a workable public-private partnership venture. Below is an explanation of how the City plans to advance preliminary engineering/design work to bridge the gap between past technical preliminary design work and project construction.

The City has completed a competitive qualification-based procurement process in accordance with applicable federal and state regulations and guidelines that resulted in the selection of the following team to perform this work: Thornton Tomasetti, Thompson Design Group, Lehr Jackson Associates, LIFT Group LLC, Moffit & Nichol and Langan (the "Selected Team"). The Selected Team was advised that it has been ranked as the most-qualified and was asked to proceed to present a proposed detailed scope and budget.

The plan outline and budget described below are based upon the scope and cost proposal submitted by the Selected Team. The City is currently conducting an independent cost analysis of the proposed budget. It is noted that the total budget herein is subject to reduction after the City completes its cost analysis and proceeds to negotiate costs with the Selected Team. Based upon our analysis so far, we believe that the Selected Team's proposed scope and budget demonstrate opportunity for refinement and reduction (including travel and reimbursable expenses) supporting negotiations for a reduced scope, budget and/or increased services. A reduced scope could also result in an accelerated schedule. Thus, the City expects that the plan herein will likely be revised to further advance preliminary engineering and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope is finalized.

PROPOSED SCOPE OF WORK

Task 1: Review of Phase 1 Work

1.1: Review of Phase 1 MEG (McLaren Engineering Group) documents

- 1.1.1: review documents and develop comprehensive list of questions for discussion.
- 1.1.2: attend kick-off meeting/question and answer session in Long Branch.
- 1.1.3: review Phase 1 design assumptions.
- 1.1.4: review Phase 1 design and documents relative to City goals.
- 1.1.5: review Phase 1 design relative to post-Hurricane Sandy resiliency.
- 1.1.6: review Phase 1 program, including landside, pier and ferry terminal.
- 1.1.7: review Phase 1, circulation, access, and surface and water transportation.
- 1.1.8: review the engineering assessment of Phase 1 marine, structural and environmental assumptions.

1.2: Verification of Standards and Assumptions

- 1.2.1: site constraints: land, beach, bathymetry, definition of riparian grants (survey), lot lines, height of pier and ferry terminal constraints, climatic conditions, wave conditions, breakwater and bulkhead assumptions.
- 1.2.1: constraints and dimensional standards for all program elements.
- 1.2.3: standards and requirements for elements related to ferry terminal observations.
- 1.2.4: fire code, egress and emergency access standards.
- 1.2.5: engage team input for access needs for various program elements for users, delivery and public safety vehicles, ferry operations and services.
- 1.2.6: identify phasing and permitting issues as related to physical design.
- 1.2.7: identify cost basis and assumptions for Phase 1 pier and ferry terminal elements.
- 1.2.8: identify and engage with team on post-Hurricane Sandy build-out and standards.

Task 2: Advance Preliminary Engineering, Program and Physical Concept Definition

2.1: Preliminary Program

2.1.1: review the work done in relation to the commercial, functional and entertainment program to be accommodated, including the latest proposed layout of the pier and its potential impact upon and compatibility with the ferry terminal.

2.1.2: propose a viable and synergistic program scenario to be accommodated on the pier consistently with ferry operations with ongoing input from the City and key stakeholders.

2.1.3: analyze the preliminary program based upon current economic conditions.

2.1.4: conduct a preliminary study of the impact of seasonality on performance of various commercial activities in the preliminary program and ferry ridership and operation.

2.1.5: obtain input on the preliminary program from qualified private interests who may consider participation in the development of the pier and ferry terminal.

2.1.6: work iteratively to refine location and physical qualities of public and private components of the preliminary program to assure maximum compatibility and synergy with the ferry terminal operations.

2.2: Preliminary Engineering, Physical Concept Design

2.2.1: overall demand and interrelationship with base commuter requirements, for commercial and service spaces, and user amenities on and in the vicinity of the proposed ferry terminal.

2.2.2: identify trade-off for upland versus Pier for preferred location of various functions and physical constraints and parameters; review cost centers with team and city, based upon preliminary cost estimate from City cost estimator.

2.2.3: relationships between the various functions, with a view to maximize multi-use

2.2.4: impact of proposed spaces on ferry ridership and assurance of compatibility and synergy, review of additional revenue streams and user- marine interface alternatives to facilitate ferry operations.

2.2.5: a preliminary take on optimal locations of the various elements of the program, having regard to their relation to one another and to other elements, particularly the ferry terminal and transfers from landside facilities.

2.2.6: development of preliminary engineering and physical concept design for a build-out that addresses the layout and arrangement spaces to be accommodated on the pier, inclusive of commercial and public program, on, under and around the pier, and relationships with ferry terminal.

2.2.7: a preliminary physical concept for accommodation and seasonal impacts, in particular, the ability to provide viable spaces for winter businesses and bolster ferry ridership.

2.2.8: primary planning and engineering to optimize access for various users, including incorporating the need for circulation, vehicles and other means of access for deliveries, operations and emergencies.

2.2.9: a preliminary location concept assessing the accommodation of program mix and illustration of physical place design.

2.2.10: preliminary coordination of impact of the pier program on the overall pier structure and ferry terminal.

2.2.11: provide preliminary input as needed to the City's cost estimator and the key team members to ensure the findings of Tasks 2 are reflected in the cost estimates, which shall be prepared by the City's cost estimator to inform review of the preliminary pier and ferry terminal program and physical concept definition by the City.

Task 3: Engineering and Concept Design

3.1: Program Concepts

3.1.1: propose a viable and synergistic program scenario to be accommodated on the pier in the desired manner based on input from the City and key stakeholders.

3.1.2: conduct a refined study impact of seasonality on performance of various commercial activities in the program and ferry operations.

3.1.3: obtain input on the program concept and qualified private interests that may consider participation in the development of a pier with ferry terminal.

3.1.4: work iteratively to refine location and physical qualities of public and private components of the program concept.

3.2: Engineering and Physical Concept Design

3.2.1: assess the overall demand for commercial and service spaces, and user amenities in the vicinity of the pier and ferry terminal.

3.2.2: visualize and illustrate trade-offs for upland versus year for various functions, including identification of physical constraints, parameters and cost centers, for all pier uses and ferry terminal.

3.2.3: identify the relationship between the various functions and outside spaces, with a view to maximize multi-use.

3.2.4: identify impact of proposed spaces on ferry ridership, and review additional revenue streams and user-marine interface alternatives.

3.2.5: review accessing combined services, both for convenience of users and for operational or safety purposes.

3.2.6: iteratively develop the optimal location of the various elements of the program, having regard to their location in relation to one another and other elements, particularly the ferry terminal.

3.2.7: further develop physical concept design and engineering for a build-out that addresses the layout and arrangement of spaces to be accommodated on the pier, to ensure maximum ferry ridership potential.

3.2.8: review commercial and public program, on, under and around the pier, incorporating into the concept design accommodation for seasonal impacts, in particular, the ability to provide viable spaces for winter businesses.

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- 3.2.10: develop a location concept for assessing the accommodation of program mix, and visualization of physical place design.
- 3.2.11: coordination of impact of the pier program on the overall pier structure with the ferry terminal.

The above will be compiled and assessed and the team will prepare a draft project definition document, as described in Task 5.3 below.

Task 4: Stakeholder Refinement of Concept Design

4.1: Stakeholder Refinement of Program Concept

4.1.1: incorporate engineering and design refinements to program based on feedback from key stakeholders, including adjustments to the concept program, location and physical qualities of program components.

4.2: Stakeholder Refinement of Physical Concept Design

4.2.1: incorporate engineering and design refinements to physical concept design based on feedback from key stakeholders, including adjustments to concept program and layout, and minor refinements to illustrations/visualizations.

Task 5: Industry Outreach, Selection of Most Qualified Partner and Execution of MOU

5.1: Industry Forum

5.1.1: prepare technical work summaries for all completed tasks.

5.1.2: host an Industry Forum, a gathering of design/engineering professionals and potential pier investors to discuss engineering and other technical work progress to date, as well as prospects for involvement by interested parties in construction of the Long Branch ferry terminal/pier.

5.1.3: define the amount and direction of engineering/design work needed to package all work performed to date into a usable library of technical information upon which to base decisions on remaining work needed before seeking commitments to be involved in ferry terminal/pier development.

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5.2.1: based on forum participant comments/requests, prepare technical issue papers on key aspects of pier development (ie., ferry operator needs and interest, need to

expand in a limited fashion on select technical pier and ferry terminal engineering studies completed in Phase I and II, and the like).

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5.3: Project Definition Document

5.3.1: Based upon all prior work, prepare a project definition document outlining and setting for detailed parameters concerning:

- Purpose
- Problem/Opportunity
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- Project Objectives
- Project Scope
- Key Stakeholders
- Outcomes/Success Criteria
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- Risks
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5.3.2: formulate a workable strategy with milestones to pursue pier and ferry terminal construction as a public-private partnership for attract commitments by interested parties.

5.3.3: define details for elements of this strategy, to include likely cost, sources and uses of funds, ability to fund part of the ferry terminal/pier project with private capital, timetable for permitting, method of procuring construction expertise, and the like.

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5.4.1: prepare and release a RFEI to potential ferry terminal operators and other pier development team participants.

5.4.2: organize and host a pre-bid conference in Long Branch, so interest in formal submissions by ferry terminal operators and other pier development team participants can be generated.

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5.5.1: evaluate RFEI responses to the proposed public-private partnership approach.

5.5.2: determine most qualified team after conducting a thorough evaluation of credentials and technical plans by applying FTA and state guidelines to proceed under a public-private partnership to build upon/continue the Phase II work to cause construction of the ferry terminal/pier.

5.5.3: select best value approach to proceeding with public-private partnership for pier development.

5.5.4: craft and negotiate a Memorandum of Understanding (MOU) that incorporates performance milestones with the most qualified partner team to bring the ferry terminal/pier project to fruition.

PROPOSED BUDGET

FEES:

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1.1: \$108,325
1.2: \$96,925
Total: \$205,250

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2.1: \$119,525
2.2: \$292,845
Total: \$412,370

Task 3:

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Total: \$188,125

Task 5:

5.1: \$84,600
5.2: \$118,435
5.3: \$200,760
5.4: \$40,600
5.5: \$143,995
Total: \$588,390

Total Fees Only: \$1,923,355

Overall Team Coordination: \$86,000

TOTAL-FEES: \$2,009,355

TRAVEL:

Task 1: \$19,574
Task 2: \$41,396
Task 3: \$33,738
Task 4: \$42,675
Task 5: \$26,124

Total Travel Only: \$163,507

Overall team coordination: \$30,000

TOTAL- TRAVEL: \$193,507

REIMBURSABLES:

Task 1: \$9,961
Task 2: \$50,084
Task 3: \$65,381
Task 4: \$9,728
Task 5: \$29,508

Total Reimbursables Only: \$164,662

Overall team coordination: \$28,000

TOTAL- REIMBURSABLES: \$192,662

COST-ESTIMATOR/CONSTRUCTION MANAGEMENT: \$100,000

TOTAL BUDGET: \$2,495,524

Budget Breakdown

Grant NJ-04-0034-00:

Covers all of Tasks 1 through 4, plus Tasks 5.1, 5.2 and first 20% of Task 5.3

Also covers all of cost-estimator/construction management costs

Grant NJ-04-0026-00:

Covers the final 80% of Task 5.3, plus all of Tasks 5.4 and 5.5

PROPOSED SCHEDULE

The schedule below represents the number of months it is estimated to take to complete each of the five (5) tasks, including the cumulative number of months from contract execution. This schedule includes the time required for the team to complete required milestone checkpoint meetings with the City and stakeholders:

Task 1: 2.5 months from contract execution

Task 2: 5.0 months, so 7.5 months from contract execution

Task 3: 6.0 months, so 13.5 months from contract execution

Task 4: 2.0 months, so 15.5 months from contract execution

Task 5: 6.5 months, so 22 months from contract execution

Schedule Breakdown

Grant NJ-0034-00:

Covers all of Tasks 1 through 4, plus first 2.5 months of Task 5

Grant NJ-0026-00:

Covers the final 4.0 months of Task 5

From: Robert BECKELMAN
To: [Ellison, Faye \(FTA\)](#)
Cc: hwoolley@longbranch.org; [Ralph Baslie](#)
Subject: Long Branch Grants
Date: Tuesday, October 07, 2014 12:19:55 PM

Hello Faye. Thank you for helping Mr. Woolley work out his TEAM access issues. We posted a document updating the status of the grants in very great detail last week but had to rework the Milestone format to properly update those. We are planning to log on tomorrow morning to post the revised milestones. Might you be reached by telephone between 10:00 and 11:00 tomorrow morning? Since we believed we had pinned updates onto TEAM in the past which were apparently not posted properly, we would like to have you review and verify that the posting is properly accomplished. Finally, once that is complete we plan to send the letter explaining the status of the grants (as discussed when we met and as outlined in the comprehensive milestone update) and proposed revised scope for FTA's consideration. Please advise/confirm to whom that letter should be addressed at FTA and who should be copied.

Thank you.

Robert Beckelman
732-476-2448

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For more information please visit <http://www.symanteccloud.com>

From: [Ellison, Faye \(FTA\)](#)
To: [Howard Woolley \(hwoolley@ci.long-branch.nj.us\)](mailto:hwoolley@ci.long-branch.nj.us)
Cc: [Georgiana Barone](#)
Subject: Long Branch, NJ Damages
Date: Wednesday, December 12, 2012 8:55:00 AM

Dear Howard,

We are trying to identify all of the damages caused by Hurricane Sandy. Long Branch (rec ID 3127) has a couple of grants for a ferry project that seems like it may not have been completed. Has the project been constructed and is operational?

Thanks for your help,

Faye
Federal Transit Administration
(212) 668-2172

From: Robert BECKELMAN
To: [Davis, Darreyl \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#)
Cc: hwoolley@longbranch.org; [Ralph Baslie](#); [ADAM SCHNEIDER](#)
Subject: Long Branch Peir and Ferry Terminal Project: Grants NJ-04-0026-00 and NJ 04-0034-00
Date: Thursday, December 24, 2015 1:41:51 PM
Attachments: [3918571_1.docx](#)

Dear Mr. Davis and Ms. Luperena:

Pursuant to my telephone discussion with Ms. Luperena, see attached memo outlining a proposed plan for the commitment and use of the funds under the above grants in connection with the Long Branch Pier and Ferry Terminal Project. As noted in the memo, the proposed plan and budget are based upon the scope and cost proposal submitted by the Selected Team. Because the City is currently conducting an independent cost analysis and will proceed to negotiate costs with the Selected Team, this plan, scope, budget and schedule are anticipated to change based upon such negotiations. We believe that we will be able to negotiate a reduced scope, reduced budget, increased services or some combination thereof.

Thank you for your attention and assistance in this matter. We look forward to hearing from you once you have had a chance to review and will make ourselves available to discuss at your convenience.

Happy holidays.

Robert Beckelman
732-476-2448

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Memorandum

To: US Department of Transportation, Federal Transit Administration, Region II
Mr. Darreyl Davis via darreyl.davis@dot.gov
Ms. Rosie Luperena via rosaria.luperena@dot.gov

From: Howard Woolley, City Administrator, City of Long Branch, NJ

Subject: Plan to Use Remaining Funds in NJ-04-0026-00 and NJ-04-0034-00

Date: December 24, 2015

Mr. Davis and Ms. Luperena,

As directed by Rosie Luperena in her conversation on December 22, 2015, with Mr. Robert Beckelman, City legal counsel, below is the plan proposed by the City of Long Branch to expend remaining funds in the two above-referenced grants. The available funds remaining under NJ-04-0026-00 are \$404,965 (\$323,972 in unobligated federal funds and a remaining local share of \$80,993) and the total grant funds for NJ-04-0034-00 are \$2,215,400 (\$1,772,320 federal share and local share of \$443,080) for a total possible budget of \$2,620,365. Thus, the total federal funds dedicated would be up to \$2,096,292 and the City would obligate a local share of \$485,958. The City believes that implementation of the plan set forth herein will make substantial progress in bringing to fruition the contemplated oceanfront pier ferry terminal project contemplated in our City.

In our Phase I efforts funded under grant NJ-04-0026-00, much of the engineering work needed to move ahead with this project was completed and a direction was set to move into the next phase of work centered on formulating a workable public-private partnership venture. Below is an explanation of how the City plans to advance preliminary engineering/design work to bridge the gap between past technical preliminary design work and project construction.

The City has completed a competitive qualification-based procurement process in accordance with applicable federal and state regulations and guidelines that resulted in the selection of the following team to perform this work: Thornton Tomasetti, Thompson Design Group, Lehr Jackson Associates, LIFT Group LLC, Moffit & Nichol and Langan (the "Selected Team"). The Selected Team was advised that it has been ranked as the most-qualified and was asked to proceed to present a proposed detailed scope and budget.

The plan outline and budget described below are based upon the scope and cost proposal submitted by the Selected Team. The City is currently conducting an independent cost analysis of the proposed budget. It is noted that the total budget herein is subject to reduction after the City completes its cost analysis and proceeds to

negotiate costs with the Selected Team. Based upon our analysis so far, we believe that the Selected Team's proposed scope and budget demonstrate opportunity for refinement and reduction (including travel and reimbursable expenses) supporting negotiations for a reduced scope, budget and/or increased services. A reduced scope could also result in an accelerated schedule. Thus, the City expects that the plan herein will likely be revised to further advance preliminary engineering and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope is finalized.

SCOPE OF WORK

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Task 2: Advance Preliminary Engineering, Program and Physical Concept Definition

2.1: Preliminary Program

- 2.1.1: review the work done in relation to the commercial, functional and entertainment program to be accommodated, including the latest proposed layout of the pier and its potential impact upon and compatibility with the ferry terminal.
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- 2.1.3: analyze the preliminary program based upon current economic conditions.
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2.2: Preliminary Engineering, Physical Concept Design

- 2.2.1: overall demand and interrelationship with base commuter requirements, for commercial and service spaces, and user amenities on and in the vicinity of the proposed ferry terminal.
- 2.2.2: identify trade-off for upland versus Pier for preferred location of various functions and physical constraints and parameters; review cost centers with team and city, based upon preliminary cost estimate from City cost estimator.
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Overall team coordination: \$30,000

TOTAL- TRAVEL: \$193,507

REIMBURSABLES:

Task 1: \$9,961

Task 2: \$50,084

Task 3: \$65,381

Task 4: \$9,728

Task 5: \$29,508

Overall team coordination: \$28,000

TOTAL- REIMBURSABLES: \$192,662

COST-ESTIMATOR/CONSTRUCTION MANAGEMENT: \$100,000

TOTAL BUDGET: \$2,495,524

SCHEDULE

The schedule below represents the number of months it is estimated to take to complete each of the five (5) tasks from the month of contract execution. This schedule includes the time required to complete required milestone checkpoint meetings with the City and stakeholders:

Task 1: 2.5 months

Task 2: 7.5 months

Task 3: 13.5 months

Task 4: 15.5 months

Task 5: 22 months

From: Robert BECKELMAN
To: [Davis, Darreyl \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#)
Cc: hwoolley@longbranch.org; [Ralph Baslie](#); [ADAM SCHNEIDER](#)
Subject: Long Branch Peir and Ferry Terminal Project: Grants NJ-04-0026-00 and NJ 04-0034-00
Date: Thursday, December 24, 2015 1:41:51 PM
Attachments: [3918571_1.docx](#)

Dear Mr. Davis and Ms. Luperena:

Pursuant to my telephone discussion with Ms. Luperena, see attached memo outlining a proposed plan for the commitment and use of the funds under the above grants in connection with the Long Branch Pier and Ferry Terminal Project. As noted in the memo, the proposed plan and budget are based upon the scope and cost proposal submitted by the Selected Team. Because the City is currently conducting an independent cost analysis and will proceed to negotiate costs with the Selected Team, this plan, scope, budget and schedule are anticipated to change based upon such negotiations. We believe that we will be able to negotiate a reduced scope, reduced budget, increased services or some combination thereof.

Thank you for your attention and assistance in this matter. We look forward to hearing from you once you have had a chance to review and will make ourselves available to discuss at your convenience.

Happy holidays.

Robert Beckelman
732-476-2448

Disclaimer

This e-mail (including any attachments) is intended only for the exclusive use of the individual to whom it is addressed. The information contained hereinafter may be proprietary, confidential, privileged and exempt from disclosure under applicable law. If the reader of this e-mail is not the intended recipient or agent responsible for delivering the message to the intended recipient, the reader is hereby put on notice that any use, dissemination, distribution or copying of this communication is strictly prohibited. If the reader has received this communication in error, please immediately notify the sender by telephone (732-549-5600) or e-mail and delete all copies of this e-mail and any attachments. Thank you.

Memorandum

To: US Department of Transportation, Federal Transit Administration, Region II
Mr. Darreyl Davis via darreyl.davis@dot.gov
Ms. Rosie Luperena via rosaria.luperena@dot.gov

From: Howard Woolley, City Administrator, City of Long Branch, NJ

Subject: Plan to Use Remaining Funds in NJ-04-0026-00 and NJ-04-0034-00

Date: December 24, 2015

Mr. Davis and Ms. Luperena,

As directed by Rosie Luperna in her conversation on December 22, 2015, with Mr. Robert Beckelman, City legal counsel, below is the plan proposed by the City of Long Branch to expend remaining funds in the two above-referenced grants. The available funds remaining under NJ-04-0026-00 are \$404,965 (\$323,972 in unobligated federal funds and a remaining local share of \$80,993) and the total grant funds for NJ-04-0034-00 are \$2,215,400 (\$1,772,320 federal share and local share of \$443,080) for a total possible budget of \$2,620,365. Thus, the total federal funds dedicated would be up to \$2,096,292 and the City would obligate a local share of \$485,958. The City believes that implementation of the plan set forth herein will make substantial progress in bringing to fruition the contemplated oceanfront pier ferry terminal project contemplated in our City.

In our Phase I efforts funded under grant NJ-04-0026-00, much of the engineering work needed to move ahead with this project was completed and a direction was set to move into the next phase of work centered on formulating a workable public-private partnership venture. Below is an explanation of how the City plans to advance preliminary engineering/design work to bridge the gap between past technical preliminary design work and project construction.

The City has completed a competitive qualification-based procurement process in accordance with applicable federal and state regulations and guidelines that resulted in the selection of the following team to perform this work: Thornton Tomasetti, Thompson Design Group, Lehr Jackson Associates, LIFT Group LLC, Moffit & Nichol and Langan (the "Selected Team"). The Selected Team was advised that it has been ranked as the most-qualified and was asked to proceed to present a proposed detailed scope and budget.

The plan outline and budget described below are based upon the scope and cost proposal submitted by the Selected Team. The City is currently conducting an independent cost analysis of the proposed budget. It is noted that the total budget herein is subject to reduction after the City completes its cost analysis and proceeds to

negotiate costs with the Selected Team. Based upon our analysis so far, we believe that the Selected Team's proposed scope and budget demonstrate opportunity for refinement and reduction (including travel and reimbursable expenses) supporting negotiations for a reduced scope, budget and/or increased services. A reduced scope could also result in an accelerated schedule. Thus, the City expects that the plan herein will likely be revised to further advance preliminary engineering and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope is finalized.

SCOPE OF WORK

Task 1: Review of Phase 1 Work

1.1: Review of Phase 1 MEG (McLaren Engineering Group) documents

- 1.1.1: review documents and develop comprehensive list of questions for discussion.
- 1.1.2: attend kick-off meeting/question and answer session in Long Branch.
- 1.1.3: review Phase 1 design assumptions.
- 1.1.4: review Phase 1 design and documents relative to City goals.
- 1.1.5: review Phase 1 design relative to post-Hurricane Sandy resiliency.
- 1.1.6: review Phase 1 program, including landside, pier and ferry terminal.
- 1.1.7: review Phase 1, circulation, access, and surface and water transportation.
- 1.1.8: review the engineering assessment of Phase 1 marine, structural and environmental assumptions.

1.2: Verification of Standards and Assumptions

- 1.2.1: site constraints: land, beach, bathymetry, definition of riparian grants (survey), lot lines, height of pier and ferry terminal constraints, climatic conditions, wave conditions, breakwater and bulkhead assumptions.
- 1.2.1: constraints and dimensional standards for all program elements.
- 1.2.3: standards and requirements for elements related to ferry terminal observations.
- 1.2.4: fire code, egress and emergency access standards.
- 1.2.5: engage team input for access needs for various program elements for users, delivery and public safety vehicles, ferry operations and services.
- 1.2.6: identify phasing and permitting issues as related to physical design.
- 1.2.7: identify cost basis and assumptions for Phase 1 pier and ferry terminal elements.
- 1.2.8: identify and engage with team on post-Hurricane Sandy build-out and standards.

Task 2: Advance Preliminary Engineering, Program and Physical Concept Definition

2.1: Preliminary Program

- 2.1.1: review the work done in relation to the commercial, functional and entertainment program to be accommodated, including the latest proposed layout of the pier and its potential impact upon and compatibility with the ferry terminal.
- 2.1.2: propose a viable and synergistic program scenario to be accommodated on the pier consistently with ferry operations with ongoing input from the City and key stakeholders.
- 2.1.3: analyze the preliminary program based upon current economic conditions.
- 2.1.4: conduct a preliminary study of the impact of seasonality on performance of various commercial activities in the preliminary program and ferry ridership and operation.
- 2.1.5: obtain input on the preliminary program from qualified private interests who may consider participation in the development of the pier and ferry terminal.
- 2.1.6: work iteratively to refine location and physical qualities of public and private components of the preliminary program to assure maximum compatibility and synergy with the ferry terminal operations.

2.2: Preliminary Engineering, Physical Concept Design

- 2.2.1: overall demand and interrelationship with base commuter requirements, for commercial and service spaces, and user amenities on and in the vicinity of the proposed ferry terminal.
- 2.2.2: identify trade-off for upland versus Pier for preferred location of various functions and physical constraints and parameters; review cost centers with team and city, based upon preliminary cost estimate from City cost estimator.
- 2.2.3: relationships between the various functions, with a view to maximize multi-use
- 2.2.4: impact of proposed spaces on ferry ridership and assurance of compatibility and synergy, review of additional revenue streams and user- marine interface alternatives to facilitate ferry operations.
- 2.2.5: a preliminary take on optimal locations of the various elements of the program, having regard to their relation to one another and to other elements, particularly the ferry terminal and transfers from landside facilities.
- 2.2.6: development of preliminary engineering and physical concept design for a build-out that addresses the layout and arrangement spaces to be accommodated on the pier, inclusive of commercial and public program, on, under and around the pier, and relationships with ferry terminal.
- 2.2.7: a preliminary physical concept for accommodation and seasonal impacts, in particular, the ability to provide viable spaces for winter businesses and bolster ferry ridership.
- 2.2.8: primary planning and engineering to optimize access for various users, including incorporating the need for circulation, vehicles and other means of access for deliveries, operations and emergencies.
- 2.2.9: a preliminary location concept assessing the accommodation of program mix and illustration of physical place design.
- 2.2.10: preliminary coordination of impact of the pier program on the overall pier structure and ferry terminal.

2.2.11: provide preliminary input as needed to the City's cost estimator and the key team members to ensure the findings of Tasks 2 are reflected in the cost estimates, which shall be prepared by the City's cost estimator to inform review of the preliminary pier and ferry terminal program and physical concept definition by the City.

Task 3: Engineering and Concept Design

3.1: Program Concepts

3.1.1: propose a viable and synergistic program scenario to be accommodated on the pier in the desired manner based on input from the City and key stakeholders.

3.1.2: conduct a refined study impact of seasonality on performance of various commercial activities in the program and ferry operations.

3.1.3: obtain input on the program concept and qualified private interests that may consider participation in the development of a pier with ferry terminal.

3.1.4: work iteratively to refine location and physical qualities of public and private components of the program concept.

3.2: Engineering and Physical Concept Design

3.2.1: assess the overall demand for commercial and service spaces, and user amenities in the vicinity of the pier and ferry terminal.

3.2.2: visualize and illustrate trade-offs for upland versus year for various functions, including identification of physical constraints, parameters and cost centers, for all pier uses and ferry terminal.

3.2.3: identify the relationship between the various functions and outside spaces, with a view to maximize multi-use.

3.2.4: identify impact of proposed spaces on ferry ridership, and review additional revenue streams and user-marine interface alternatives.

3.2.5: review accessing combined services, both for convenience of users and for operational or safety purposes.

3.2.6: iteratively develop the optimal location of the various elements of the program, having regard to their location in relation to one another and other elements, particularly the ferry terminal.

3.2.7: further develop physical concept design and engineering for a build-out that addresses the layout and arrangement of spaces to be accommodated on the pier, to ensure maximum ferry ridership potential.

3.2.8: review commercial and public program, on, under and around the pier, incorporating into the concept design accommodation for seasonal impacts, in particular, the ability to provide viable spaces for winter businesses.

3.2.9: incorporate into the planning optimum access for various users, including incorporating the need for circulation, vehicles and other means of access for deliveries, operations and emergencies

3.2.10: develop a location concept for assessing the accommodation of program mix, and visualization of physical place design.

3.2.11: coordination of impact of the pier program on the overall pier structure with the ferry terminal.

The above will be compiled and assessed and the team will prepare a draft project definition document, as described in Task 5.3 below.

Task 4: Stakeholder Refinement of Concept Design

4.1: Stakeholder Refinement of Program Concept

4.1.1: incorporate engineering and design refinements to program based on feedback from key stakeholders, including adjustments to the concept program, location and physical qualities of program components.

4.2: Stakeholder Refinement of Physical Concept Design

4.2.1: incorporate engineering and design refinements to physical concept design based on feedback from key stakeholders, including adjustments to concept program and layout, and minor refinements to illustrations/visualizations.

Task 5: Industry Outreach, Selection of Most Qualified Partner and Execution of MOU

5.1: Industry Forum

5.1.1: prepare technical work summaries for all completed tasks.

5.1.2: host an Industry Forum, a gathering of design/engineering professionals and potential pier investors to discuss engineering and other technical work progress to date, as well as prospects for involvement by interested parties in construction of the Long Branch ferry terminal/pier.

5.1.3: define the amount and direction of engineering/design work needed to package all work performed to date into a usable library of technical information upon which to base decisions on remaining work needed before seeking commitments to be involved in ferry terminal/pier development.

5.2: Technical Issue Papers

5.2.1: based on forum participant comments/requests, prepare technical issue papers on key aspects of pier development (ie., ferry operator needs and interest, need to expand in a limited fashion on select technical pier and ferry terminal engineering studies completed in Phase I and II, and the like).

5.2.2: determine the key decisions to be made before potential future private involvement commitments can be made, and refine the current state of knowledge about selected aspects or parameters of the ferry terminal/pier.

5.3: Project Definition Document

5.3.1: Based upon all prior work, prepare a project definition document outlining and setting for detailed parameters concerning:

- Purpose
- Problem/Opportunity
- Project Goal
- Project Objectives
- Project Scope
- Key Stakeholders
- Outcomes/Success Criteria
- Assumptions and Constraints
- Risks
- Estimated Cost
- Estimated Duration

5.3.2: formulate a workable strategy with milestones to pursue pier and ferry terminal construction as a public-private partnership for attract commitments by interested parties.

5.3.3: define details for elements of this strategy, to include likely cost, sources and uses of funds, ability to fund part of the ferry terminal/pier project with private capital, timetable for permitting, method of procuring construction expertise, and the like.

5.4: Request for Expressions of Interest (RFEI)

5.4.1: prepare and release a RFEI to potential ferry terminal operators and other pier development team participants.

5.4.2: organize and host a pre-bid conference in Long Branch, so interest in formal submissions by ferry terminal operators and other pier development team participants can be generated.

5.4.3: devise a specific plan of interest in carrying out development of the ferry terminal/pier, after review of industry-proposed plan suggestions are vetted and examined.

5.5: Select Most Qualified Partner

5.5.1: evaluate RFEI responses to the proposed public-private partnership approach.

5.5.2: determine most qualified team after conducting a thorough evaluation of credentials and technical plans by applying FTA and state guidelines to proceed under

a public-private partnership to build upon/continue the Phase II work to cause construction of the ferry terminal/pier.

5.5.3: select best value approach to proceeding with public-private partnership for pier development.

5.5.4: craft and negotiate a Memorandum of Understanding (MOU) that incorporates performance milestones with the most qualified partner team to bring the ferry terminal/pier project to fruition.

PROPOSED BUDGET

FEES:

Task 1:

1.1: \$108,325
1.2: \$96,925
Total: \$205,250

Task 2:

2.1: \$119,525
2.2: \$292,845
Total: \$412,370

Task 3:

3.1: \$105,975
3.2: \$423,245
Total: \$529,220

Task 4:

4.1: \$61,325
4.2: \$126,800
Total: \$188,125

Task 5:

5.1: \$84,600
5.2: \$118,435
5.3: \$200,760
5.4: \$40,600
5.5: \$143,995
Total: \$588,390

Overall Team Coordination: \$86,000

TOTAL-FEES: \$2,009,355

TRAVEL:

Task 1: \$19,574

Task 2: \$41,396

Task 3: \$33,738

Task 4: \$42,675

Task 5: \$26,124

Overall team coordination: \$30,000

TOTAL- TRAVEL: \$193,507

REIMBURSABLES:

Task 1: \$9,961

Task 2: \$50,084

Task 3: \$65,381

Task 4: \$9,728

Task 5: \$29,508

Overall team coordination: \$28,000

TOTAL- REIMBURSABLES: \$192,662

COST-ESTIMATOR/CONSTRUCTION MANAGEMENT: \$100,000

TOTAL BUDGET: \$2,495,524

SCHEDULE

The schedule below represents the number of months it is estimated to take to complete each of the five (5) tasks from the month of contract execution. This schedule includes the time required to complete required milestone checkpoint meetings with the City and stakeholders:

Task 1: 2.5 months

Task 2: 7.5 months

Task 3: 13.5 months

Task 4: 15.5 months

Task 5: 22 months

From: Howard Woolley
To: [John H. Prince Jr.](#)
Cc: [Robert Beckelman](#); ["Ralph Basile"](#); [Branche, Ralph \(FTA\)](#)
Subject: Long Branch Pier Title VI program_v1.DOC
Date: Wednesday, June 29, 2011 4:54:30 PM
Attachments: [Long BranchPier Title VI program_v1.DOC.doc](#)

Mr. Prince,

I have attached the Title VI Program Report for Long Branch for 2011.
Please let me know if any additions or corrections need to be made.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

CITY OF LONG BRANCH

TITLE VI UPDATE TO APPROVED JANUARY 28, 2009

TITLE VI PROGRAM

JUNE 29, 2011

INTRODUCTION

Pursuant to FTA Circular 4702.1A, the City of Long Branch hereby submits its updated Title VI Program. The format of this submission follows the outline for the General Requirements and Guidelines set forth Chapter 4 of FTA Circular 4702.1A. This report refers to and updates the previously approved Title VI program for the City of Long Branch on file with the FTA, which approval expires July 31, 2011. Since the approval of the Title VI Program, the City has determined its Disadvantaged Business Enterprise (DBE) participation goals, with its FY 2011 DBE Program being approved by FTA in October 2010. The City has awarded two contracts in connection with the Pier Project, one of which exceeds the City's DBE goal and the other which made good faith efforts to meet such goal, but provided a participation rate below the City's overall goal.

I. Requirement to Provide an Annual Title VI Certification and Assurance.

The City of Long Branch has submitted its annual Certifications and Assurances for FY 2011 and pinned them onto TEAM. With respect to its subrecipient, the City entered a contract for architectural engineering services with a consulting team lead by the McClaren Engineering Group (MEG) in November 2009. That contract contained the following provisions, pursuant to which by execution of the contract MEG certified to all of the following:

E. Civil Rights

1. Nondiscrimination- In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, MEG agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, MEG agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

2. Equal Employment Opportunity- The following equal employment opportunity requirements apply to this Contract:

a. Race, Color, Creed, National Origin, Sex- In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, MEG agrees to comply with all applicable equal

employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. MEG agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, MEG agrees to comply with any implementing requirements FTA may issue.

b. Age- In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § 623 and Federal transit law at 49 U.S.C. § 5332, MEG agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, MEG agrees to comply with any implementing requirements FTA may issue.

c. Disabilities- In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, MEG agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, MEG agrees to comply with any implementing requirements FTA may issue.

3. MEG also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

F. Suspension and Debarment- This Contract is a covered transaction for purposes of 49 CFR Part 29. As such, MEG is required to verify that none of MEG, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945. MEG is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By executing this Contract, MEG certifies as follows:

The certification in this clause is a material representation of fact relied upon by CITY. If it is later determined that MEG knowingly rendered an erroneous certification, in addition to remedies available to CITY or the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. MEG agrees to comply with the

requirements of 49 CFR 29, Subpart C while this Contract is valid. Meg further agrees to include a provision requiring such compliance in its lower tier covered transactions.

G. Disadvantaged Business Enterprises (DBEs)

1. CITY is receiving federal financial assistance in connection with this Project and has set a Disadvantaged Business Enterprises (DBE) participation goal for FY2009 of 5%. As a recipient of federal funds, CITY has agreed to facilitate participation by DBE in the Project and assure that each third party contractor at any tier of the Project will facilitate participation by DBEs in the Project to the extent applicable.

2. The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this Contract. It is the policy of the City of Long Branch to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this Contract. A DBE contract goal of 5% percent has been established for this Contract. MEG shall make good faith efforts, as defined in Appendix A, 49 CFR Part 26, to meet the contract goal for DBE participation in the performance of this contract.

3. Pursuant to its Proposal, MEG has provided requested information concerning DBE firms and has committed to making good-faith efforts toward achieving CITY's DBE participation goal of 5%. In the performance of this Contract, MEG shall demonstrate its participation in the successful achievement of the CITY's DBE participation goal of 5% for this Contract or, if unable to achieve such goal, provide evidence of its good-faith efforts to achieve such goal, pursuant to 49 CFR, Part 26, Appendix A.

4. MEG shall, within thirty (30) business days of Execution of this Contract, execute formal subcontracts or purchase orders with the DBE Subconsultants identified in the Proposal. These written agreements shall be made available to the DBE Liaison Officer, c/o City Business Administrator, 344 Broadway, Long Branch, New Jersey 07742, upon request. All contracts between MEG and its Subconsultants and Subcontractors must contain a prompt payment clause as set forth in Section IV.B herein.

5. Prior to receiving final payment of the fee hereunder, MEG shall submit a report of DBE subcontract payments in a form acceptable to CITY, indicating all DBE payments made and remaining due. Failure to provide such a report and information may delay final payment.

H. Prompt Payment to Subconsultants and Subcontractors.

1. MEG is required to pay all Subconsultants and Subcontractors for all work that the Subconsultant or Subcontractor has satisfactorily completed, no later than thirty (30) business days after MEG has received payment from CITY.

2. A delay in or postponement of payment to a Subconsultant or Subcontractor requires good cause and prior written approval of CITY.

3. MEG is required to include, in each subcontract, a clause requiring the use of appropriate arbitration mechanisms to resolve all payment disputes.
4. CITY will not pay MEG for work performed unless and until MEG ensures that the Subconsultants and Subcontractors have been promptly paid for the work they have performed under all previous payment requests, as evidenced by the filing with CITY of lien waivers, canceled checks (if requested), unless CITY has been notified of a legitimate payment dispute with regard to payment of MEG's Subconsultants or Subcontractors and MEG's sworn statement that it has complied with the prompt payment requirements. MEG must submit a Prompt Payment Affidavit, in the form attached hereto as Exhibit E, which identifies each Subconsultant or Subcontractor (both DBE and non-DBE) and the date and amount of the last payment to such Subconsultant or Subcontractor, with every payment request filed with CITY, except for the first payment request, on every contract with CITY.
5. Failure to comply with these prompt payment requirements is a breach of this Contract, which may lead to any remedies permitted under law, including, but not limited to, MEG's debarment. In addition, MEG's failure to promptly pay its Subconsultants or Subcontractors may be subject to applicable provisions under the Federal Grant Requirements.

In August 2010 the City of Long Branch executed a contract for design cost estimate services with Skanska USA Building, Inc. (Skanska"). That contract contains the same provisions set forth above (with the exception of a smaller DBE participation, discussed in more detail below) pursuant to which by executing the contract, Skanska provided certification and assurances of compliance with all of those above provisions.

Finally, both of the subrecipients, Skanska and MEG, separately provided written certification and assurance of continued compliance with the above contract provisions on June 28, 2011 and June 29, 2011.

Subrecipient Skanska provided a certification from its DBE firm confirming that it continues to meet the DBE eligibility criteria. Long Branch is currently awaiting certifications from subrecipient MEG's DBE participating firms that they continue to meet the DBE eligibility criteria, but expects to have such certifications before the currently approved Title VI Program expires July 31, 2011.

II. Requirement to Develop Title VI Complaint Procedures.

The City of Long Branch's current Title VI Program sets forth its complaint procedures. The Complaint Procedures described therein have not been changed by the City of Long Branch and shall remain in effect. All subrecipients are expected to comply with the same complaint procedures.

III. Requirement to Record Title VI Investigations, Complaints and Lawsuits.

There have been no such complaints or investigations against the City or against its subrecipients. The City is in the process of obtaining verification from its subrecipients, MEG and Skanska, that there have been no such complaints or investigations with respect to each subrecipient. The City expects to have such confirmation early in July 2011.

IV. Requirement to Provide Meaningful Access to LEP Persons.

The City continues to implement its programs to assure meaningful access for limited English proficiency (LEP) persons of access to information concerning benefit services and information. In addition to the measures set forth in the City of Long Branch's previously approved Title VI Program, the City has several multi-lingual staff members available to assist with inquires requests from LEP persons. In September 2010, the City entered a memorandum of understanding (MOU) and became a signatory to the New Jersey Uniform Certification Program (NJUPC).

V. Requirements to Notify Beneficiaries of Protection Under Title VI.

As provided in the City's previously approved Title VI Program, the City's Office of Community and Economic Development (OCED) has available printed materials specifically explaining the tenets of the Civil Rights Act and a Fact Sheet that is also available to the public that explains in simple language one's right as they relate to Title VI. Additionally, the City has held public hearings with respect to DBE Participation Goals, at which meetings the City was prepared to provide information relating to Title VI requirements and respond to any questions that the public may have had with respect to Title VI obligations and civil rights.

VI. Requirement to Provide Additional Information Upon Request.

The City stands ready to provide any additional information that may be requested by FTA in connection with its Title VI Program.

VII. Requirement to Prepare and Submit a Title VI Program.

As set forth in FTA Circular 4702.1(A), the collection and reporting of the information contained herein for the three and a half year review constitutes the recipient's Title VI Program. Continuing to follow the format of that section of the FTA Circular, also included are the following, each of which are addressed in turn below:

A. *The summary of public outreach and involvement of activities undertaken since the last submission and a description and steps taken to insure that minority and low income people had meaningful access to these activities.* In addition to those outlined above, the City's FY2011 Disadvantage Business Enterprise (DBE) Program, which was approved by FTA in the Fall of 2010. In connection with that update, the City issued a publicized announcement of its DBE participation goals held a public hearing, providing 30 days for review of the proposed, followed by a public hearing, with published advance notice, concerning its DBE participation goals in October 2010. The City also waited the required 45 days before finalizing the DBE Participation Goals. In connection with forming these goals, the City sought input from Long Branch Chamber of Commerce, the Monmouth/Ocean County Development Organization, the Long Branch local library, the local chapter of the NAACP, and the New Jersey Association of Women Business Owners.

B. *A copy of the agency's plan for providing language assistance for persons with limited English proficiency that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.* See Section 5 above.

C. *A copy of the agency's procedure for tracking and investigating Title VI Complaints.* As set forth above in Section II, the City has not changed its procedures for investigating and tracking complaints as set forth in its previously approved Title VI Program.

D. *A list of any Title VI investigations, complaints or lawsuits filed with the agency since the time of the last submission.* None.

E. *A copy of the agency's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.* See responses above. Also, a copy of such Notice was provided and is included in the City's previously approved Title VI Program.

VIII. Additional Updates of Events and Progress Since January 29, 2009 Approval of the City of Long Branch's Title VI Program.

In December 2009, the City awarded its first contract for services in connection with the Pier Project, which was a contract for architectural and engineering services with MEG as briefly described above. Also as set forth above, MEG was required to comply with the various components of Long Branch's Title VI and DBE Programs. Specifically with respect to MEG contract, a DBE goal of 5%, was set, which matches the City's actual participation goals. Since that time, MEG has supplied assurances of its continued commitment to fulfill that obligation and, in fact, to date has exceeded that goal and achieved a 5.6% DBE participation.

The City entered its second contract with respect to the Pier Project in August 2010 with Skanska USA Buildings, Inc., for the provision of cost estimate services. Skanska has been required to comply with all of the same provisions under its contract, and also has certified its past compliance and its continued commitment to comply with the City's Title VI and DBE participation goals. Due to the limited scope of the contract with Skanska, it could not meet with City's 5% DBE participation goal. The City did, however, assure, that Skanska made good faith efforts to meet the City's goals. MEG exceeded the 5% goal for the provision of 5.6% participation with three DBE firms. As noted above, due to the limited services required and the lack of feasible ability to provided sub-contractor opportunities, Skanska shall provide a 3.14% DBE participation. Skanska has, however, provided evidence of its good faith efforts to obtain a higher goal.

The FTA conducted a full compliance review of the City in July 2010. The FTA issued a report of its findings and corrective actions to be taken in July 2010. No further action has been requested by FTA since September 2010 and the City believes it had completed all of the required actions satisfactorily by October 2010. In connection with that review, the City also completed its updated FY2011 DBE Program, which was approved by the FTA in October 2010.

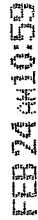
From: [Ellison, Faye \(FTA\)](#)
To: [Howard Woolley \(hwoolley@ci.long-branch.nj.us\)](#); [Ron Mehlhorn \(rmehlhorn@ci.long-branch.nj.us\)](#)
Subject: Long Branche, Damages as a result of Hurricane Sandy
Date: Wednesday, December 19, 2012 4:15:00 PM

Hello Howard,

My 2nd request:

How is it going in Long Branch? Any updates you can provide on the conditions in your area? Also, can you please provide with the names of your staff who currently has permission to use TEAM-Web.

Thank you
Faye
212-668-2172.



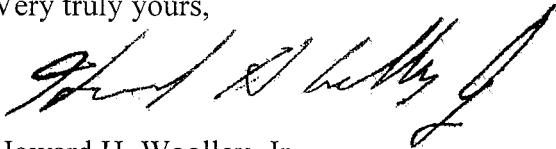
will adopt a resolution determining the most-qualified firm for the provision of Phase 2 services and authorize the request for a cost proposal and commencement of negotiations with such firm, consistent with the federal procurement rules. The City expects to be able to complete such negotiations and be under contract no later than April 1, 2014, after which the Phase 2 services would immediately commence.

It is difficult to specifically outline a schedule of significant events and significant drawdowns until the City gets into negotiations with the most-qualified firm. The City does, however, anticipate significant activity and drawdowns with respect to the A&E services in 2014. The City is setting a target completion date of the Phase 2 services for June 2015. Under the contract to be negotiated, the City will expect the advancement of the Pier design to 100% schematic design drawings at the conclusion of the Phase 2 services. The total amount of NJ-04-0034 is \$1,772,320. For purposes of estimating the amount of work to be done and funds to be drawn upon in 2014, assuming an average regular rate of activity between April 1, 2014 and June 30, 2015 (15 months/total amount of grant), the City would draw down about \$118,155 per month, so would draw down about \$1,063,400 in calendar year 2014 and would advance the design to about 60% schematic design drawings.

The City hopes that the foregoing sufficiently addresses your inquiry, explains the status of the grants, provides assurances that this project remains active, which activity will increase significantly and the project will substantially advance in the very near future and, finally, supports the City's request that these grants remain open for this very important project.

I look forward to hearing from you soon and thank you for your attention to this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read "Howard H. Woolley, Jr.", written in a cursive style.

Howard H. Woolley, Jr.
Business Administrator

cc: Faye Ellison, Program Manager (via email, Faye.Ellison@dot.gov)
Robert Beckelman (via email)



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION II
Connecticut (Rail
Operations)
New Jersey,
New York

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

August 23, 2010, 2010

Honorable Adam Schneider, Mayor
City of Long Branch
344 Broadway
Long Branch, NJ 07740

Re:FTA's FY 2010 Compliance Review Program

Dear Mr. Schneider:

The Federal Transit Administration (FTA) has completed its Compliance Review of the federally funded mass transportation program of Long Branch, NJ. Enclosed is a copy of the Compliance Review Final Report.

The report is not an audit, but rather FTA's assessment of Long Branch's compliance with Federal requirements determined by examining grant management practices and program implementation activities. These reviews are important in determining a grantee's continued eligibility for Federal funding.

The Compliance Review focused on Long Branch's compliance in 13 review areas. As Long Branch is not a recipient of §5307 urbanized grant funding and because of the types of projects funded with §5309 funds, the areas of Satisfactory Continuing Control, Maintenance, Buy America, Fare Increases/Service Reduction, Half Fare, Charter Bus, School Bus, NTD, Safety and Security, Drug and Alcohol Program, and ARRA were not applicable. Deficiencies were found in six areas: Legal, Financial, Technical, DBE, Title VI and ITS Architecture. The deficiencies and corrective actions to be taken to attain full compliance are described in the report.

We appreciate the cooperation and assistance provided by Long Branch staff during the course of this review. If you have any questions, please contact myself, Larry Penner of my staff at (212) 668-2170. Thank you.

Sincerely,

Anthony Carr
Deputy Regional Administrator

Enclosure

cc: Larry Penner, FTA Region II
Ralph Branche, Jr, FTA Region II
Donald Burns, FTA Region II
Howard Woolley, Jr., Long Branch Business Administrator
Ronald Mehlhorn, Long Branch Director of Finance
Rob Beckelman, Greenbaum, Rowe, Smith & Davis
John Mecca, Reid Consulting, LLC

FINAL REPORT

FY2010 COMPLIANCE REVIEW

of

**City of
Long Branch, NJ**

Recipient ID: 3127

Desk Review: December 7-11, 2009

Site Visit: July 15-16, 2010

July 2010

**Prepared for the
Federal Transit Administration
Region II
New York, NY**

by

**Reid Consulting, LLC
1800 Wilson Blvd.
Suite 128
Arlington, VA 22201**

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I. COMPLIANCE REVIEW BACKGROUND

The United States Code, chapter 53 of title 49, permits The Federal Transit Administration (FTA) to conduct compliance reviews of its §5309 capital program grantees.. The review determines whether a grantee is administering its FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions. It assesses grantee management practices and program implementation of the Capital Investment Program (49 U.S.C. 5309) to ensure that the programs are administered in accordance with FTA requirements and are meeting program objectives.

The Compliance Review includes a review of the grantee's compliance in 24 areas. The basic requirements for each of these areas are summarized below.

This report presents the findings from the Compliance Review of City of Long Branch, New Jersey. This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993) and included preliminary reviews of documents on file at the Region II Office in New York and on-site discussions and review of the procedures, practices, and records of Long Branch as deemed necessary. The review concentrated primarily on procedures and practices employed during the past three years. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. Specific documents examined during the Compliance Review are available in FTA's and Long Branch's files.

II. REVIEW PROCESS

The desk review was conducted in the Region II Office on December 8 and 9, 2009. Following the desk review, a review package was sent to Long Branch advising it of the site visit and indicating additional information that would be needed and issues that would be discussed.

The site visit to Long Branch occurred on July 15 to 16, 2010. The individuals participating in the review are listed in Section VII of this report.

At the entrance conference, the purpose of the Compliance Review and the review process were discussed. During the site visit, administrative and statutory requirements were discussed and documents were reviewed.

Upon completion of the review, an exit conference was held with Long Branch staff to discuss findings, corrective actions and schedules. This information is summarized in the table in Section V of this report. A draft copy of this report was provided to Long Branch at the exit conference.

III. DESCRIPTION OF THE GRANTEE

The City of Long Branch is a municipality in Monmouth County in the State of New Jersey and a designated recipient of FTA §5309 capital funding. By congressional direction, §5309 funding is to be utilized by the City of Long Branch to determine scope, engineering, design and construction of facilities for ferry service from Long Branch to New York City and other destinations.

The following projects are currently underway:

- Preliminary design and engineering of the Long Branch Millennium Pier and related Federal Ferry Terminal.

In the next three to five years, the following projects are anticipated to be implemented.

- Final design, engineering and support related to the environmental determination of the Long Branch Millennium Pier and related Federal Ferry Terminal.

ARRA Projects

Long Branch does not have any ARRA funded projects.

IV. RESULTS OF THE REVIEW

The Compliance Review focused on Long Branch's compliance in 13 areas. As Long Branch is not a recipient of §5307 urbanized grant funding and because of the types of projects being funded with FTA 5309 funds, the areas of Satisfactory Continuing Control, Maintenance, Buy America, Fare Increases/Service Reduction, Half Fare, Charter Bus, School Bus, NTD, Drug and Alcohol Program, Safety and Security and ARRA were not applicable for this review. Deficiencies were found in six areas: Legal, Financial, Technical, DBE, Title VI and ITS Architecture.

1. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take all necessary action and responsibility on behalf of the grantee must be properly delegated and executed.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for legal. The City of Long Branch has not submitted its annual certifications and assurances.

Corrective Action and Schedule: By September 13 2010, submit to the FTA Region II office documentation that the City of Long Branch has developed procedures to submit the annual certifications and assurances on time and submit certifications and assurances for the current year.

2. Financial

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, financially maintain and operate FTA funded facilities and equipment, and conduct and respond to applicable audits.

Findings: During this Compliance Review of Long Branch, deficiencies were found with the FTA requirements for financial. The FTA imposed a condition on the approval of grant NJ-04-0026 that no drawdowns were to be made until the City of Long Branch's DBE program was submitted and approved by the Region II Civil Rights Officer. The plan was submitted but not approved and the City of Long Branch made three drawdowns. Further, the City of Long Branch does not have a multi-year financial plan.

Corrective Action and Schedule: By October 4, 2010, submit to the FTA Region II Civil Rights Officer a revised DBE plan and suspend all drawdowns until the plan is approved. Additionally, submit documentation that the City of Long Branch has developed a multi-year financial plan that includes anticipated sources of local funding.

3. Technical

Basic Requirement: The grantee must be able to implement the FTA-funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for technical. The City of Long Branch has not submitted any Milestone/Progress Reports (MPRs). This appears to be due to a lack of sufficient resources to manage and administer the federally funded program.

Corrective Action and Schedule: By September 13 2010, submit to the FTA Region II office documentation that the City of Long Branch has appropriate resources to manage the FTA program and has implemented procedures for submitting reports on time. Additionally, provide documentation that missing narrative information in the MPR due July 30, 2010 has been included.

4. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities, and equipment and ensure that they are used in transit service.

Findings: This area was not applicable as Long Branch has no FTA funded real property, vehicles or equipment.

5. Maintenance

Basic Requirement: Grantees and their subrecipients must keep Federally funded equipment and facilities in good operating order and maintain ADA accessibility features.

Findings: This area was not applicable as Long Branch has no FTA funded vehicles or equipment.

6. Procurement

Basic Requirement: FTA grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, "Third Party Contracting Guidance."

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for procurement.

7. Disadvantaged Business Enterprise (DBE)

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Findings: During this Compliance Review of Long Branch, deficiencies were found with USDOT requirements for DBE. The City of Long Branch does not have an approved DBE program and is not a signatory to New Jersey's UCP agreement.

Corrective Action and Schedule: By September 6 2010, submit to the FTA Region II office a revised DBE program for approval and a description of how the City of Long Branch will participate in the UCP. Additionally, submit to the FTA Region II office a copy of the signed UCP agreement.

8. Buy America

Basic Requirement: Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA funded projects are produced in the United States. The only exceptions are if FTA has granted a waiver or if the product is subject to a general waiver. Rolling stock must have sixty percent domestic content. Also, final assembly of rolling stock must take place in the United States and grantees must conduct a pre-award and post-delivery audit for purchases of rolling stock in order to verify that the 60 percent domestic content and final assembly requirements were met.

Findings: This area was not applicable as Long Branch has no FTA funded real property, vehicles or equipment.

9. Debarment and Suspension

Basic Requirement: To protect the public interest from and prevent fraud, waste, and abuse in Federal transactions, persons or entities, which by defined events or behavior, that potentially threaten the integrity of Federally administered non-procurement programs, are excluded from participating in FTA assisted programs.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for debarment and suspension.

10. Lobbying

Basic Requirement: Recipients of Federal grants and contracts exceeding \$100,000 must certify compliance with Restrictions on Lobbying before they can receive funds.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for lobbying.

11. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, SAFETEA-LU, and the metropolitan and statewide planning regulations.

Grantees must develop and/or participate in a locally developed, coordinated public transit-human services transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Each recipient of a Section 5307 grant shall have complied with the public participation requirements of Section 5307(c)(1) through (7). Each grantee is required to develop, publish, afford an opportunity for a public hearing on, and submit for approval a Program of Projects (POP).

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for planning/POP.

12. Title VI

Basic Requirement: The grantee must ensure that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance. The grantee must ensure that Federally supported transit services and related benefits are distributed in an equitable manner.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for Title VI. The City of Long Branch has not conducted an analysis of how the four factors in the DOT LEP Guidance apply to their grant programs and activities.

Corrective Action and Schedule: By September 6 2010, submit to the FTA Region II office a document that describes plans for either conducting the four-factor analysis or utilizing a LEP analysis performed by the regional Metropolitan Planning Organization. Submit the analysis used, along with a list of language assistance it has provided or intends to provide and a timeline for providing this assistance.

13. Fare Increases and Major Service Reductions

Basic Requirement: Section 5307 grantees are expected to have a written locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Findings: This area was not applicable as Long Branch is not a recipient of FTA §5307 funding.

14. Half Fare

Basic Requirement: During non-peak hours for fixed route service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card will not be more than half the peak hour fare.

Findings: This area was not applicable as Long Branch is not a recipient of FTA §5307 funding.

15. ADA

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for ADA.

16. Charter Bus

Basic Requirement: FTA grantees are prohibited from using Federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Findings: This area was not applicable as Long Branch does not have any FTA funded vehicles or facilities.

17. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Findings: This area was not applicable as Long Branch does not have any FTA funded facilities or equipment

18. Transit Database (NTD)

Basic Requirement: Grantees that receive 5307 and 5311 grant funds must collect, record, and report financial and non-financial data in accordance with the Uniform System of Accounts (USOA) and the *National Transit Database (NTD) Reporting Manual* as required by 49 USC 5335(a).

Findings: This area was not applicable as Long Branch is not a recipient of FTA §5307 or 5311 funding.

19. Safety and Security

Basic Requirement: Any recipient of Urbanized Area Formula Grant Program funds must annually certify that it is spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Under the safety authority provisions of the Federal transit laws, the Secretary has the authority to investigate the operations of the grantee for any conditions that appear to create a serious hazard of death or injury, especially to patrons of the transit service. States are required to oversee the safety of rail fixed guideway systems through a designated oversight agency, per

49 CFR Part 659, Rail Fixed Guideway Systems, and State Safety Oversight. FTA has developed web sites for Bus Safety and Rail Safety. These sites include helpful tools, such as resources, self assessments, and forums.

Under security, a list of 17 Security and Emergency Management Action Items has been developed by FTA and the Department of Homeland Security's Transportation Security Administration (TSA). This list of 17 items, an update to the original FTA Top 20 security action items list, was developed in consultation with the public transportation industry through the Mass Transit Sector Coordinating Council, for which the American Public Transportation Association (APTA) serves as Executive Chair. Security and Emergency Management Action Items for Transit Agencies aim to elevate security readiness throughout the public transportation industry by establishing baseline measures that transit agencies should employ. Additionally, FTA has developed an extensive website for transit security.

The goal of FTA's Safety and Security Program is to achieve the highest practical level of safety and security in all modes of transit. To this end, FTA continuously promotes the awareness of safety and security throughout the transit community by establishing programs to collect and disseminate information on safety/security concepts and practices. In addition, FTA develops guidelines that transit systems can apply in the design of their procedures and by which to compare local actions. Many of the questions in this review area are designed to determine what efforts grantees have made to develop and implement safety, security, and emergency management plans. While there may not be specific requirements associated with all of the questions, grantees are encouraged to implement the plans, procedures, and programs referenced in these questions. For this reason, findings in this area will most often result in advisory comments rather than deficiencies.

Findings: This area was not applicable as Long Branch is not a recipient of FTA§5307 funding.

20. Drug-Free Workplace

Basic Requirement: FTA grantees are required to maintain a drug-free workplace for all employees and to have an ongoing drug-free awareness program.

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for drug-free workplace.

21. Drug and Alcohol Program

Basic Requirement: Grantees receiving Urbanized Area Formula Program (Section 5307), Non-Urbanized Area Formula Program (Section 5311), or Capital Investment Program (Section 5309) funds must have a drug and alcohol testing program in place for all safety-sensitive employees.

Findings: This area was not applicable as Long Branch does not operate service.

22. Equal Employment Opportunity (EEO)

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance from the Federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Findings: During this Compliance Review of Long Branch, no deficiencies were found with the FTA requirements for EEO.

23. ITS Architecture

Basic Requirement: Intelligent Transportation Systems (ITS) projects funded by the Highway Trust Fund and the Mass Transit Account must conform to the National ITS Architecture, as well as to United States Department of Transportation (USDOT) adopted ITS Standards.

Findings: During this Compliance Review of Long Branch, a deficiency was found with the FTA requirements for ITS architecture. The City of Long Branch's current design project for the Millennium Pier and related Federal Ferry Terminal is not included in the Regional ITS Architecture

Corrective Action and Schedule: By September 6, 2010, submit to the FTA Region II office a plan to have the project included in the Regional ITS.

24. American Recovery and Reinvestment Act (ARRA)

Basic Requirement: Grantees must have the legal, financial and technical capacity to carry out the proposed program of projects and meet the additional reporting requirements for its ARRA-funded grant activities.

Findings: Long Branch does not have any ARRA grant programs.

V. SUMMARY OF FINDINGS AND CORRECTIVE ACTIONS

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Legal	D	06: No/late Submission	Submit to the FTA Region II office documentation that the City of Long Branch has developed procedures to submit the annual certifications and assurances on time and submit certifications and assurances for the current year.	September 6, 2010	
2. Financial	D	01: No existing financial plan	Submit to the FTA Region II office documentation that the City of Long Branch has developed a multi-year financial plan that includes anticipated sources of local funding.	October 4, 2010	
		99: Other (Non-compliance with conditional grant approval)	Suspend all drawdowns until a DBE plan is approved.	September 6, 2010	
3. Technical	D	02: Late MPRs/FFRs	Submit to the FTA Region II office documentation that the City of Long Branch has appropriate resources to manage the FTA program and has implemented procedures for submitting reports on time and has included missing narrative information in their MPR due July 30, 2010.	September 6, 2010	
4. Satisfactory Continuing Control	NA				
5. Maintenance	NA				
6. Procurement	ND				
7. Disadvantaged Business Enterprise	D	02: No approved program	Submit to the FTA Region II office a revised DBE program for approval.	September 6, 2010	
		11: Not participating in a UCP	Submit to the FTA Region II office a description of how the City of Long Branch will participate in the UCP and submit copies of signed UCP agreements.	September 6, 2010	
8. Buy America	NA				
9. Debarment and Suspension	ND				
10. Lobbying	ND				
11. Planning/POP	ND				

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
12. Title VI	D	06: Lacking assessment or provisions for LEP persons	Submit to the FTA Region II office a document that describes its plans for either conducting the four-factor analysis or utilizing a LEP analysis performed by the regional Metropolitan Planning Organization. Submit the analysis used along with a list of language assistance it has provided or intends to provide and a timeline for providing this assistance.	September 6, 2010	
13. Fare Increases and Service Reductions	NA				
14. Half Fare	NA				
15. ADA	ND				
16. Charter Bus	NA				
17. School Bus	NA				
18. National Transit Database	NA				
19. Safety and Security	NA				
20. Drug-Free Workplace	ND				
21. Drug and Alcohol Program	NA				
22. Equal Employment Opportunity	ND				
23. ITS Architecture	D	04: Projects not included in Regional ITS Architecture	Submit to the FTA Region II office a plan to have its project included in the Regional ITS.	September 13, 2010	
24. ARRA	NA				

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable

VI. TRANSIT SECURITY EXPENDITURES

Does the grantee expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security?

FY2007:	Yes:		No:	
FY2008:	Yes:		No:	
FY2009:	Yes:		No:	

If no, why does the grantee consider such expenditure unnecessary (check all that apply):

	No deficiency found from a threat and vulnerability assessment
	TSA/FTA Security and Emergency Management Action Items met or exceeded
X	Other (please describe): Long Branch is not a recipient of FTA §5307 funding.

Security Funding	FTA Section 5307 Funds (in Dollars)		
	FY 2007	FY 2008	FY 2009
Total amount of 5307 Funds expended			
Amount of 5307 Funds expended on security			
Percent of 5307 Funds expended on security			
Lighting, Fencing & Perimeter Control			
CCTV and Surveillance Technology			
Communications Systems			
Security Planning			
Drills & Tabletop Exercises			
Employee Security Training			
Other Security-Related Infrastructure & Capital Improvements (please list): _____			
Operating/Personnel Expenditures (can only be used by agencies in areas with populations UNDER 200,000):			
Contracted Security Force			
In-house Security Force			
Other Security-Related Operating Expenditures (please list): _____			

From: [Ellison, Faye \(FTA\)](#)
To: [Georgiana Barone](#)
Subject: Mr. Howard Woolley"s address
Date: Tuesday, February 11, 2014 3:36:00 PM

Good Afternoon Georgiana,
I need to send Mr. Woolley a letter, can you please provide me with his title and address.

Thank you,
Faye

From: FACESHelp (FTA)
Subject: New Task: Administrator Concurrence | NJ-2017-002-00 | CITY OF LONG BRANH, N | Long Branch Pier and Ferry Terminal
Date: Thursday, April 13, 2017 3:31:18 PM

Administrator Concurrence | NJ-2017-002-00 | CITY OF LONG BRANH, N | Long Branch Pier and Ferry Terminal

This task was assigned to you and others on Apr 13, 2017 3:30 PM EDT
The task priority is Normal

To view the task, please [follow this link](#)

This message has been sent by Appian

From: FACESHelp (FTA)
Subject: New Task: Obligate & Award | NJ-2017-002-00 | CITY OF LONG BRANH, N | Long Branch Pier and Ferry Terminal
Date: Tuesday, April 25, 2017 12:33:19 PM

Obligate & Award | NJ-2017-002-00 | CITY OF LONG BRANH, N | Long Branch Pier and Ferry Terminal

This task was assigned to you and others on Apr 25, 2017 12:32 PM EDT
The task priority is Normal

To view the task, please [follow this link](#)

This message has been sent by Appian

Award

Federal Award Identification Number (FAIN)	NJ-04-0026-00
Temporary Application Number	NJ-04-0026-00
Award Name	LB Ferry Service
Award Status	Closed
Award Budget Number	0

Part 1: Recipient Information

Name: LONG BRANCH, CITY OF

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
3127	City	LONG BRANCH, CITY OF	081981193

Location Type	Address	City	State	Zip
Headquarters	344 BROADWAY	LONG BRANCH	NJ	077406938
Physical Address	344 BROADWAY	LONG BRANCH	NJ	07740
Mailing Address	344 BROADWAY	LONG BRANCH	NJ	07740

Union Information

Union Name	CARPENTERS LOCAL UNION NO 2250
Address 1	Wykoff Place & Maple Avenue
Address 2	
City	Red Bank
State	New Jersey
Zipcode	07701
Contact Name	Thomas Bucco
Telephone	732-747-1267
Fax	
E-mail	online@nrccf.org
Website	
Union Name	DOCKBUILDERS LOCAL 1456
Address 1	395 Hudson Street
Address 2	
City	New York

State	New York
Zipcode	10014
Contact Name	Olaf Olsen
Telephone	212-989-2284
Fax	212-989-5312
E-mail	molsen@si.rr.com
Website	

Union Name	HEAVY & GENERAL LABORERS LOCAL 472
Address 1	378 County Road
Address 2	
City	Aberdeen
State	New Jersey
Zipcode	07747
Contact Name	Joseph Scerbo
Telephone	732-583-6235
Fax	732-583-7175
E-mail	setdir472@yahoo.com
Website	

Union Name	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
Address 1	State Highway 138
Address 2	
City	Wall
State	New Jersey
Zipcode	07719
Contact Name	Ed Wells
Telephone	732-681-7159
Fax	
E-mail	info@ibew400.org
Website	

Union Name	NJ STATE JOINT COUNCIL -ATU
Address 1	8 Monica Drive
Address 2	
City	Edison
State	New Jersey
Zipcode	08820
Contact Name	Vito Forlenza
Telephone	908-276-4611
Fax	
E-mail	vforlenza@njtransit.com
Website	

Union Name	OPERATING ENGINEERS LOCAL 825
Address 1	65 Springfield Avenue
Address 2	
City	Springfield

State	New Jersey
Zipcode	07081
Contact Name	Don McGraw
Telephone	973-671-6900
Fax	
E-mail	info825@IUOE825.org
Website	
Union Name	TRANSPORT WORKER`S UNION-LOCAL 225
Address 1	10 nBanta Place
Address 2	Room 107
City	Hackensack
State	New Jersey
Zipcode	07601
Contact Name	Carlos Padilla
Telephone	201-343-94
Fax	201-343-94
E-mail	twu225@aol.com
Website	

Part 2: Award Information

Title: LB Ferry Service

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-04-0026-00	Closed	Grant	8/18/2008	8/18/2008	Yes

Award Executive Summary

Project Details

LONG BRANCH MILLENIUM PIER

FY06 E-2006-BUSP-656-138: EARMARK

GRANT APPLICATION SUMMARY

The City of Long Branch is requesting \$1,563,989 of Earmarks FY06 and FY07 Section 5309 Bus/Bus Facilities Allocation funds to support preliminary design and engineering of the Long Branch Millennium Pier and related Federal Ferry Terminal. The earmark IDs are E-2006-BUSP-656-138 and E-2007-BUSP-0390-138. The project title is 138 Long Branch, NJ Determine scope, engineering, design facilities for ferry service from Long Branch, NJ to New York City and other destinations.

Funds requested in this application will be matched by a hard cash contribution in the amount of \$390,997. The source of the hard cash contribution will be from the issuance of a municipal bond. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, and the ferry ramp related to the ferry terminal. The preliminary design and engineering work will be in support of National Environmental Policy Act (NEPA), completion of this analysis is a prerequisite to obtaining a NEPA finding. When the preliminary design and engineering work is complete, the City will apply for additional earmark funds to complete the NEPA analysis. When the NEPA is complete and an environmental finding has been made, the City will then apply for the remaining earmark funds to complete final design and engineering of the Pier and Federal Ferry terminal. The total cost of the entire project including preliminary design and engineering,

environmental analysis, final design and engineering, and construction is \$64,414,727. The preliminary design and engineering portion of this project is expected to be \$1,954,986.

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

All preliminary design and engineering will be conducted by 3rd party consultants in accordance with Federal procurement regulations.

As of July 2008, an update to the 2000 Pier Feasibility Study is currently being conducted and will be complete by September 2008. The preliminary design and engineering work will commence in November 2008 and will be completed by March 2009. NEPA and other Regulatory studies will begin in April 2009 and will be complete by September 2009. Final Design and Engineering will commence in October 2009 and will be complete by June 2010.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Pre-Award Authority

This award is using Pre-Award Authority.

Will this Grant be using Lapsing Funds?

No Selection Made

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Point of Contact Information

FTA Point of Contact	Darreyl Davis
Recipient Point of Contact	Howard Woolley

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,563,989
Local			\$390,997
State			\$0
Other Federal			\$0
Total Eligible Cost			\$1,954,986
Adjustment Amount			\$0
Gross Award Cost			\$1,954,986

Award Budget

Budget Item		FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
123-00	RAIL - STATION/STOPS/TERMINALS	\$1,563,989.00	\$390,997.00	\$1,954,986.00	0
	12.31.05 ENG/DESIGN - FERRY TERMINAL	\$1,547,989.00	\$386,997.00	\$1,934,986.00	0
	12.79.00 PROJECT ADMINISTRATION (RAIL)	\$16,000.00	\$4,000.00	\$20,000.00	0

Earmark and Discretionary Allocations

Earmark ID	Earmark Name	Amount Applied
E2006-BUSP-656	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$761,429
E2007-BUSP-0390	Long Branch, NJ Design and construct facilities for ferry service from Long Branch, NJ to New York City and other destinations	\$802,560

Sources of Federal Financial Assistance

UZA Code	Area Name	Account Class Code	FPC	Description	Amendment Amount	Cumulative Amount
340010	New York--Newark, NY-NJ-CT	2006.25.04.31.2	00	Bus (including everything	\$761,429	\$761,429
340010	New York--Newark, NY-NJ-CT	2007.25.04.31.2	00	Bus (including everything	\$802,560	\$802,560
340010	New York--Newark, NY-NJ-CT	2006.25.04.31.2	00	Bus (including everything	\$0	\$761,429
340010	New York--Newark, NY-NJ-CT	2007.25.04.31.2	00	Bus (including everything	\$0	\$802,560

Part 3: Project Information

Project Title: LB Ferry Service

Project Number	Temporary Project Number	Date Created	Start Date	End Date
NJ-04-0026-00	N/A	8/18/2008	12/8/2007	3/31/2010

Project Location (Urbanized Areas)

UZA Code	Area Name
340010	New York--Newark, NY-NJ-CT

Congressional District Information

State	District	Representative
New Jersey	6	Frank Pallone

Project Budget Activity Line Items

Budget Activity Line Item: 12.31.05 - ENG/DESIGN - FERRY TERMINAL

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-00)	12.31.05	ENG/DESIGN - FERRY TERMINAL	ENG/DESIGN - FERRY TERMINAL	0

Extended Budget Description

Funds in the amount of \$1,934,986.00 will be allocated to preliminary design and engineering professional costs associated with the transportation aspect of the Long Branch Millennium Pier. The project appears in Section III-45 of the FY 2008-2011 Statewide Transportation Improvement Program (STIP). The Project ID No is T-120. The Federal Transit Administration and the Federal Highway Administration approved the STIP on September 20th, 2007. This project was published in NJ Transit's Federal Program Public Notice, which was published December 21, 2007 and January 9, 2008. The environmental classifications in this application are Class II(C)(1) - Engineering/Design/Planning/Technical Studies, and class II(C)(16) Program Administration and Operating Assistance.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,547,989
Non-FTA Amount			\$386,997
Total Eligible Cost			\$1,934,986

Milestone Name	Est. Completion Date	Description
Preparation of Prelim Design	12/8/2007	[for Preferred Scenario]
Receipt of FTA funding	9/30/2008	
Prepare RFP/IFB	10/7/2008	
Release RFP	10/28/2008	Prepared RFP for Egnin-Design services. Advertised and on web.
Receipt of Proposals	11/30/2008	Received 12 proposals.
Evaluation of Proposals	12/23/2008	Narrowed down to 3, conducted interviews and negotiated price with top ranked firm.
Contract Award	1/6/2009	Narrowed down to three. Conducted interviews and negotiated price with
Project Commencement	2/3/2009	Meeting at City Hall
Agency Workshop #1	4/28/2009	New focus on local stake holders. Meetings with State, County etc. have been ongoing.
Finalization of Program	5/26/2009	
Conceptual Scenarios	7/21/2009	Presentation
Agency Workshop #2	8/18/2009	State, County, City etc.
Selection Preferred Scenario	9/15/2009	
Cost Evaluation	1/19/2010	CPM under consideration presently [3/1/2010]
Agency Review	2/16/2010	
Finalization Concept Design	3/17/2010	[10% Design and Engineering Complete] 30% DD to be provided to the City.
Contract Complete	3/31/2010	
Presentation to City	3/31/2010	

Budget Activity Line Item: 12.79.00 - PROJECT ADMINISTRATION (RAIL)

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-00)	12.79.00	PROJECT ADMINISTRATION (RAIL)	PROJECT ADMINISTRATION (RAIL)	0

Extended Budget Description

Program Administration and Operating Assistance.

12.79.00 Project Administration \$20,000 Federal Assistance in the amount of \$10,000 will support project administration expenses for day-to-day management and oversight of the Long Branch Millennium Ferry Pier project implementation, budget, and schedule. The project appears in Section III-45 of the FY 2008-2011 Statewide Transportation Improvement Program (STIP). The Project ID No is T-120. The Federal Transit Administration and the Federal Highway Administration approved the STIP on September 20th, 2007. This project was published in NJ Transit's Federal Program Public Notice, which was published December 21, 2007 and January 9, 2008. The environmental classifications in this application are Class II(C)(1) - Engineering/Design/Planning/Technical Studies, and class II(C)(16) Program Administration and Operating Assistance.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$16,000
Non-FTA Amount			\$4,000
Total Eligible Cost			\$20,000

Milestone Name	Est. Completion Date	Description
First Project Admin Expense	10/1/2008	
Last Project Admin Expense	3/31/2009	
Contract Complete	3/31/2010	

Project Environmental Findings**Finding: Class 2C****Class Level Description****Categorical Exclusion Description**

Type 16: Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL - STATION/STOPS/TERMINALS (123-00)	12.31.05	ENG/DESIGN - FERRY TERMINAL	0	\$1,547,989.00	\$1,934,986.00

Finding: Class 2C**Class Level Description****Categorical Exclusion Description**

Type 16: Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible
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				Cost	
RAIL - STATION/STOPS/TERMINALS (123-00)	12.79.00	PROJECT ADMINISTRATION (RAIL)	0	\$16,000.00	\$20,000.00

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

FTA Review Internal Comments

Comment By **Nancy Danzig**

Comment Type General Application

Date 8/12/2008

Project Title LB Ferry Service

Project Number NJ-04-0026-00

Comment I recommend a number.

Comment By **Rebecca Reyes-Alicea**

Comment Type General Application

Date 8/12/2008

Project Title LB Ferry Service

Project Number NJ-04-0026-00

Comment I recommend a number be assigned.

Comment By **John H Prince**

Comment Type General Application

Date 8/13/2008

Project Title LB Ferry Service

Project Number NJ-04-0026-00

Comment Civil Rights recommends a number, however the Grantee should not be allow to draw down until it completes its Civil Rights submission as requested (JP).

Comment By **Larry Penner**

Comment Type General Application

Date 8/13/2008

Project Title LB Ferry Service

Project Number NJ-04-0026-00

Comment I also recommend assignment of a grant number.
Larry Penner
Director
Office of Operations
and Program Management
August 13, 2008

Comment By	Maisie Grace
Comment Type	General Application
Date	8/13/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Note that J. Prince has put a comment requiring a Condition on Drawdown of Funds.

Comment By	Maisie Grace
Comment Type	General Application
Date	8/13/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	My recommendation relies upon that of the CRO who requires a drawdown condition. In addition, prior to obligation, certs and assurances have to be completed as well as an Opinion of Counsel.

Comment By	Ralph A Branche, Jr.
Comment Type	General Application
Date	8/15/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	I recommend a number be assigned to this grant. The certs and assurances have been updated.

Comment By	Faye Ellison
Comment Type	General Application
Date	8/22/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Returned to Recipient 8/22/2008

Comment By	Rebecca Reyes-Alicea
Comment Type	Initial Review
Date	8/28/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 8/28/2008

Comment By	Rebecca Reyes-Alicea
Comment Type	Initial Review
Date	8/28/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 9/20/2007

Comment By	Rebecca Reyes-Alicea
Comment Type	Environmental Concurrence
Date	8/28/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 8/28/2008

Comment By	Larry Penner
Comment Type	Operations Concurrence
Date	8/28/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 8/28/2008

Comment By	Nancy Danzig
Comment Type	Planning Concurrence
Date	9/2/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 9/2/2008

Comment By	Maisie Grace
Comment Type	Legal Concurrence
Date	9/4/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 9/4/2008

Comment By	Ralph A Branche, Jr.
Comment Type	General Application
Date	9/8/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Returned to Recipient 9/8/2008

Comment By	Ralph A Branche, Jr.
Comment Type	Technical Concurrence
Date	9/8/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 9/8/2008

Comment By	Faye Ellison
Comment Type	General Application
Date	9/10/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Application Complete 9/10/2008

Comment By	John H Prince
Comment Type	Civil Rights Concurrence
Date	9/19/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 9/19/2008- Grantee DBE Plan is in conditional approval status. Grantee should not be allowed to draw down funds until they resolve issues as required under 49 CFR Part 26.

Comment By	Faye Ellison
Comment Type	General Application
Date	9/25/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Application Complete 9/25/2008

Comment By	Anthony G Carr
Comment Type	RA Concurrence
Date	9/25/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Approval Stamp 9/25/2008

Application Review Comments

Comment By	Anthony G Carr
Comment Type	FTA Budget Revision
Date	9/25/2008
Comment	

Application Review Comments

Comment By	Ralph A Branche, Jr.
Comment Type	General Application
Date	8/12/2008
Project Title	LB Ferry Service

Project Number	NJ-04-0026-00
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Comment	Please add the cost of the PE.
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Comment By	Ralph A Branche, Jr.
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Comment Type	General Application
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Date	8/12/2008
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Project Title	LB Ferry Service
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Project Number	NJ-04-0026-00
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Comment	Please add milestones for PE effort. Please list the critical items or design percent completion(10%,20%30%, etc.).
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Comment By	Ralph A Branche, Jr.
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Comment Type	General Application
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Date	8/12/2008
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Project Title	LB Ferry Service
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Project Number	NJ-04-0026-00
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Comment	Please complete the Certs and Assurances.
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Comment By	Ralph A Branche, Jr.
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Comment Type	General Application
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Date	8/15/2008
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Project Title	LB Ferry Service
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Project Number	NJ-04-0026-00
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Comment	PE Cost added.
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Comment By	Ralph A Branche, Jr.
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Comment Type	General Application
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Date	8/15/2008
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Project Title	LB Ferry Service
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Project Number	NJ-04-0026-00
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Comment	Milestone comment has been addressed.
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Comment By	Ralph A Branche, Jr.
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Comment Type	General Application
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Date	8/15/2008
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Project Title	LB Ferry Service
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Project Number	NJ-04-0026-00
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Comment	
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Comment By	Maisie Grace
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Comment Type	General Application
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Date	9/4/2008
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Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	I have entered a grant condition for civil rights compliance. My earlier commnets have been addressed by the submission of an Opinion of Counsel and the completion of the certification and assurances.

Comment By	John H Prince
Comment Type	General Application
Date	9/5/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	The City of Long Branch needs to submit its DBE Program.The City of Long Branch needs to submit their DBE program in accordance with 49 CFR Part 26. The City of Long Branch should not be allow to draw federal funds until FTA receives their initial DBE Program.

Comment By	Ralph A Branche, Jr.
Comment Type	General Application
Date	9/8/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	

Comment By	John H Prince
Comment Type	General Application
Date	9/15/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	

Comment By	Ralph A Branche, Jr.
Comment Type	General Application
Date	2/5/2009
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Need to enter milestone progress in the project management section.

Application Conditions

Entered By	Maisie Grace
Condition Type	Special Conditions
Date	9/4/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Condition	Grantee shall not incurr costs on the Project or draw down any funds under this grant until its civil rights

submission has been made and approved by FTA.

Part 6: Agreement

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

Recipient Information

Recipient Name: LONG BRANCH, CITY OF

Award Information

Award Number: NJ-04-0026-00

Award Name: LB Ferry Service

Award Executive Summary: Project Details

LONG BRANCH MILLENIUM PIER

FY06 E-2006-BUSP-656-138: EARMARK

GRANT APPLICATION SUMMARY

The City of Long Branch is requesting \$1,563,989 of Earmarks FY06 and FY07 Section 5309 Bus/Bus Facilities Allocation funds to support preliminary design and engineering of the Long Branch Millennium Pier and related Federal Ferry Terminal. The earmark IDs are E-2006-BUSP-656-138 and E-2007-BUSP-0390-138. The project title is 138 Long Branch, NJ Determine scope, engineering, design facilities for ferry service from Long Branch, NJ to New York City and other destinations.

Funds requested in this application will be matched by a hard cash contribution in the amount of \$390,997. The source of the hard cash contribution will be from the issuance of a municipal bond. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, and the ferry ramp related to the ferry terminal. The preliminary design and engineering work will be in support of National Environmental Policy Act (NEPA), completion of this analysis is a prerequisite to obtaining a NEPA finding. When the preliminary design and engineering work is complete, the City will apply for additional earmark funds to complete the NEPA analysis. When the NEPA is complete and an environmental finding has been made, the City will then apply for the remaining earmark funds to complete final design and engineering of the Pier and Federal Ferry terminal. The total cost of the entire project including preliminary design and engineering, environmental analysis, final design and engineering, and construction is \$64,414,727. The preliminary design and engineering portion of this project is expected to be \$1,954,986.

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

All preliminary design and engineering will be conducted by 3rd party consultants in accordance with Federal procurement

regulations.

As of July 2008, an update to the 2000 Pier Feasibility Study is currently being conducted and will be complete by September 2008. The preliminary design and engineering work will commence in November 2008 and will be completed by March 2009. NEPA and other Regulatory studies will begin in April 2009 and will be complete by September 2009. Final Design and Engineering will commence in October 2009 and will be complete by June 2010.

Total Award Eligible Cost: \$1,954,986.00

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,563,989
Local			\$390,997
State			\$0
Other Federal			\$0
Total Eligible Cost			\$1,954,986
Adjustment Amount			\$0
Gross Award Cost			\$1,954,986

Maximum Percentage(s) of FTA Participation

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Certification Date:

Special Conditions

Comment By	Maisie Grace
Comment Type	Special Conditions
Date	9/4/2008
Project Title	LB Ferry Service
Project Number	NJ-04-0026-00
Comment	Grantee shall not incurr costs on the Project or draw down any funds under this grant until its civil rights submission has been made and approved by FTA.

Awarded By:
Anthony G Carr
Deputy Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
9/25/2008 7:00 PM GMT+00:00 Executed By:
Howard Woolley
City Administrator

LONG BRANCH, CITY OF
4/9/2009 9:02 PM GMT+00:00

Award

Federal Award Identification Number (FAIN)	NJ-04-0034-01
Temporary Application Number	NJ-04-0034-01
Award Name	LB Ferry Service
Award Status	Closed
Award Budget Number	0

Part 1: Recipient Information

Name: LONG BRANCH, CITY OF

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
3127	City	LONG BRANCH, CITY OF	081981193

Location Type	Address	City	State	Zip
Headquarters	344 BROADWAY	LONG BRANCH	NJ	077406938
Physical Address	344 BROADWAY	LONG BRANCH	NJ	07740
Mailing Address	344 BROADWAY	LONG BRANCH	NJ	07740

Union Information

Union Name	CARPENTERS LOCAL UNION NO 2250
Address 1	Wykoff Place & Maple Avenue
Address 2	
City	Red Bank
State	New Jersey
Zipcode	07701
Contact Name	Thomas Bucco
Telephone	732-747-1267
Fax	
E-mail	online@nrccf.org
Website	
Union Name	DOCKBUILDERS LOCAL 1456
Address 1	395 Hudson Street
Address 2	
City	New York

State	New York
Zipcode	10014
Contact Name	Olaf Olsen
Telephone	212-989-2284
Fax	212-989-5312
E-mail	molsen@si.rr.com
Website	

Union Name	HEAVY & GENERAL LABORERS LOCAL 472
Address 1	378 County Road
Address 2	
City	Aberdeen
State	New Jersey
Zipcode	07747
Contact Name	Joseph Scerbo
Telephone	732-583-6235
Fax	732-583-7175
E-mail	setdir472@yahoo.com
Website	

Union Name	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
Address 1	State Highway 138
Address 2	
City	Wall
State	New Jersey
Zipcode	07719
Contact Name	Ed Wells
Telephone	732-681-7159
Fax	
E-mail	info@ibew400.org
Website	

Union Name	NJ STATE JOINT COUNCIL -ATU
Address 1	8 Monica Drive
Address 2	
City	Edison
State	New Jersey
Zipcode	08820
Contact Name	Vito Forlenza
Telephone	908-276-4611
Fax	
E-mail	vforlenza@njtransit.com
Website	

Union Name	OPERATING ENGINEERS LOCAL 825
Address 1	65 Springfield Avenue
Address 2	
City	Springfield

State	New Jersey
Zipcode	07081
Contact Name	Don McGraw
Telephone	973-671-6900
Fax	
E-mail	info825@IUOE825.org
Website	
Union Name	TRANSPORT WORKER`S UNION-LOCAL 225
Address 1	10 nBanta Place
Address 2	Room 107
City	Hackensack
State	New Jersey
Zipcode	07601
Contact Name	Carlos Padilla
Telephone	201-343-94
Fax	201-343-94
E-mail	twu225@aol.com
Website	

Part 2: Award Information

Title: LB Ferry Service

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-04-0034-01	Closed	Grant	9/24/2015	9/24/2015	Yes

Award Executive Summary

LONG BRANCH MILLENIUM PIER

FY08 E-2008-BUSP-0389-138 : EARMARK \$869,440

FY09 E-2009-BUSP-566-138 : EARMARK \$902,880

GRANT APPLICATION SUMMARY

The City of Long Branch is requesting \$1,772,320 of Earmarks FY08 and FY09 Section 5309 Bus/Bus Facilities Allocation funds to support preliminary design and engineering of the Long Branch Millennium Pier and related Federal Ferry Terminal. The earmark IDs are E-2008-BUSP-0389-138 for \$869,440 and E-2009-BUSP-566-138 for \$902,880. The project title is 138 Long Branch, NJ Determine scope, engineering, design facilities for ferry service from Long Branch, NJ to New York City and other destinations.

Funds requested in this application will be matched by a hard cash contribution in the amount of \$443,080. The source of the hard cash contribution will be from the issuance of a municipal bond. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal. The preliminary design and engineering work will be in support of National Environmental Policy Act (NEPA), completion of this analysis is a prerequisite to obtaining a NEPA finding. The funds will be used to further preliminary design and engineering to advance the design in coordination with impact avoidance, minimization, and mitigation as required by the permitting process.

Project Costs:

The total cost of the entire project including preliminary design and engineering, environmental analysis, final design and engineering, and construction is \$85,891,000. The preliminary design and engineering portion and permitting of this project is expected to be \$3,727,306. The cost for final design (FD) is estimated to be \$1,300,000 making the total cost for the design and engineering of the project is estimated to be \$5,100,000. The estimate of all engineering and design costs are

based on projections from current Design contractor and were evaluated during the previously completed procurement process used for grant NJ-04-0026. The startup costs (fees, permits, and survey) are expected to be \$1,500,000.

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

All preliminary design and engineering will be conducted by 3rd party consultants in accordance with Federal procurement regulations.

As of June 2010 preliminary design and engineering has commenced and it is expected that plans will reach a 30% design development level by March 2011. Continuation of preliminary design and permitting process will commence April 2011 and will be complete by December 2011.

Construction Milestones:

Milestone Date

Completion of Final Construction Documents June-2012

Bid and Award August-2012

Shop Drawings and Fabrication November-2012

Mobilization and Site Preparation January-2013

Commence Pier Construction January-2013

Commence Ferry Terminal Construction July-2013

Complete Pier Construction January-2014

Complete Ferry Terminal July-2014

Grant Contact:

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

Howard Woolley will be responsible for managing our Third Party consultants and will be responsible for managing our Third Party consultants.

Ronald Mehlhorn, CFO, City of Long Branch will be responsible for preparing and entering Quarterly Progress Reports along with financial drawdowns against this proposed grant.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Pre-Award Authority

This award is using Pre-Award Authority.

Will this Grant be using Lapsing Funds?

No Selection Made

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Point of Contact Information

FTA Point of Contact	Faye Ellison
Recipient Point of Contact	Howard Woolley

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$0
Local			\$0
State			\$0
Other Federal			\$0
Total Eligible Cost			\$0
Adjustment Amount			\$0
Gross Award Cost			\$0

Award Budget

Budget Item		FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
123-00	RAIL - STATION/STOPS/TERMINALS	\$0.00	\$0.00	\$0.00	0
12.31.05	ENG/DESIGN - FERRY TERMINAL	\$0.00	\$0.00	\$0.00	0
12.79.00	PROJECT ADMINISTRATION (RAIL)	\$0.00	\$0.00	\$0.00	0

Earmark and Discretionary Allocations

This application does not contain earmarks or discretionary allocations.

Sources of Federal Financial Assistance

UZA Code	Area Name	Account Class Code	FPC	Description	Amendment Amount	Cumulative Amount
340010	New York--Newark, NY-NJ-CT	2008.25.04.31.2	00	Bus (including everything	\$0	\$869,440
340010	New York--Newark, NY-NJ-CT	2009.25.04.31.2	00	Bus (including everything	\$0	\$902,880

Part 3: Project Information

Project Title: LB Ferry Service

Project Number	Temporary Project Number	Date Created	Start Date	End Date
NJ-04-0034-01	N/A	9/24/2015	10/1/2010	8/15/2016

Project Location (Urbanized Areas)

UZA Code	Area Name
340010	New York--Newark, NY-NJ-CT

Congressional District Information

State	District	Representative
New Jersey	6	Frank Pallone

Project Budget Activity Line Items

Budget Activity Line Item: 12.31.05 - ENG/DESIGN - FERRY TERMINAL				
---	--	--	--	--

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-00)	12.31.05	ENG/DESIGN - FERRY TERMINAL	ENG/DESIGN - FERRY TERMINAL	0

Extended Budget Description

Funds in the amount of \$2,195,400 will be allocated to preliminary design and engineering professional costs associated with the transportation aspect of the Long Branch Millennium Pier. The project appears in Section III-45 of the FY 2008-2011 Statewide Transportation Improvement Program (STIP). The Project ID No is T-120. The Federal Transit Administration and the Federal Highway Administration approved the STIP on September 20th, 2007. This project was published in NJ Transit's Federal Program Public Notice, which was published December 21, 2007 and January 9, 2008. The environmental classifications in this application are Class II(C)(1) - Engineering/Design/Planning/Technical Studies, and class II(C)(16) Program Administration and Operating Assistance. Money will be spent to manage and oversee selected design/engineering contractors and will be a combination of staff employees and contractors.

We have formally requested that the Long Branch Pier and Ferry Terminal project be included into the State of New Jersey TIP/STIP. This project was previously included in the TIP/STIP and has a Database number (#06314). Request was sent on July 8th to Mary K. Murphy, Executive Director of the NJTPA. We will attach letter from NJTPA as soon as it is received.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$0
Non-FTA Amount			\$0
Total Eligible Cost			\$0

Milestone Name	Est. Completion Date	Description
Receipt of FTA funding	10/1/2010	
Prepare RFP/IFB	11/1/2010	
Release RFP	11/10/2010	Prepared RFP for Egnin-Design services. Advertised and on web.
Preparation of Prelim Design	12/1/2010	[for Preferred Scenario]
Receipt of Proposals	12/10/2010	Received 12 proposals.
Evaluation of Proposals	1/15/2011	Narrowed down to 3, conducted interviews and negotiated price with top ranked firm.

Contract Award	8/15/2015	Narrowed down to three. Conducted interviews and negotiated price with
Project Commencement	8/15/2015	Meeting at City Hall
Agency Workshop #1	9/1/2015	New focus on local stake holders. Meetings with State, County etc. have been ongoing.
Revisit Phase I Space Alloc	10/15/2015	
Program Adj./Finacila Feas.	11/15/2015	Presentation
Review Schematic/ Right-size P	1/15/2016	Stae, County, Ctiy etc.
Advance Schematic frm 30%-50%	3/1/2016	
Update Permit Approval Docs.	6/15/2015	CPM under consideration presently [3/1/2010]
Prepare NEPA Scopng Document	7/15/2015	
Present Design to Permitting A	8/15/2015	[10% Design and Engineerer Complete] 30% DD to be provided to the City.
Agency Workshop #2	9/15/2015	
Receive Responses from Agencie	10/10/2015	
Old #`s 14-19	5/1/2016	Old # 14-new # 19: Revise Design per Permitting Agencies date: 11/15/2015 Old # 15- new #20 Design Mitigation Opportunities date: TBD Old #16- new # 21 Present Construction Management date: TBD old # 16- new # 22 Present Construction Management date: TBD old # 17- new # 23 Completion of 100% Design date:TBD old #18-new # 24 Presentation to City date 12/15/2015 old # 19- new # 25 Contract Complete 2/1/2016

Budget Activity Line Item: 12.79.00 - PROJECT ADMINISTRATION (RAIL)

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-00)	12.79.00	PROJECT ADMINISTRATION (RAIL)	PROJECT ADMINISTRATION (RAIL)	0

Extended Budget Description

Program Administration and Operating Assistance.

12.79.00 Project Administration Funds in the amount of \$20,000 will support project administration expenses for day-to-day management and oversight of the Long Branch Millennium Ferry Pier project implementation, budget, and schedule. The project appears in Section III-45 of the FY 2008-2011 Statewide Transportation Improvement Program (STIP). The Project ID No is T-120. The Federal Transit Administration and the Federal Highway Administration approved the STIP on September 20th, 2007. This project was published in NJ Transit/Es Federal Program Public Notice, which was published December 21, 2007 and January 9, 2008. The environmental classifications in this application are Class II(C)(1) û Engineering/Design/Planning/Technical Studies, and class II(C)(16) Program Administration and Operating Assistance.

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Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$0
Non-FTA Amount			\$0
Total Eligible Cost			\$0

Milestone Name	Est. Completion Date	Description
First Project Admin Expense	8/15/2014	
Last Project Admin Expense	8/15/2016	
Contract Complete	8/15/2016	

Project Environmental Findings

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 16: Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
RAIL - STATION/STOPS/TERMINALS (123-00)	12.31.05	ENG/DESIGN - FERRY TERMINAL	0	\$0.00	\$0.00

Finding: Class 2C

Class Level Description

Categorical Exclusion Description

Type 16: Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
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Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

FTA Review Internal Comments

Comment By	Madeline Duchatellier
Comment Type	General Application
Date	9/24/2015
Project Title	LB Ferry Service
Project Number	NJ-04-0034-01
Comment	Application Complete 9/24/2015

Part 6: Agreement

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

Recipient Information

Recipient Name: LONG BRANCH, CITY OF

Award Information

Award Number: NJ-04-0034-01

Award Name: LB Ferry Service

Award Executive Summary: LONG BRANCH MILLENIUM PIER

FY08 E-2008-BUSP-0389-138 : EARMARK \$869,440

FY09 E-2009-BUSP-566-138 : EARMARK \$902,880

GRANT APPLICATION SUMMARY

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surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

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Howard Woolley will be responsible for managing our Third Party consultants and will be responsible for managing our Third Party consultants.

Ronald Mehlhorn, CFO, City of Long Branch will be responsible for preparing and entering Quarterly Progress Reports along with financial drawdowns against this proposed grant.

Total Award Eligible Cost: \$0.00

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$0
Local			\$0
State			\$0
Other Federal			\$0
Total Eligible Cost			\$0
Adjustment Amount			\$0
Gross Award Cost			\$0

Maximum Percentage(s) of FTA Participation

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Certification Date:

Special Conditions

There are no special conditions.

Awarded By:
Madeline Duchatellier

FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
9/24/2015 8:05 PM GMT+00:00 Executed By:
Madeline Duchatellier

LONG BRANCH, CITY OF
9/24/2015 8:05 PM GMT+00:00

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#); [Burns, Donald \(FTA\)](#); [Robert Beckelman](#); [Ralph Basile](#)
Subject: Pier Project: Briefing on NJTPA Concerns for EA/EIS as part of Design Project for Pier/Ferry Terminal
Date: Monday, October 02, 2017 1:33:54 PM
Attachments: [OutlookEmoji-1470242692463 E-Mail50467592-462a-4ffa-b81c-d66cbbdf1233.jpg](#)
[20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf](#)

<!--[if lte mso 15 || CheckWebRef]-->

Robert Goodman has shared a OneDrive for Business file with you. To view it, click the link below.



20171002 - Pier Project - Integrating Existing Design Work with Partner Agency Expectations.pdf

<!--[endif]-->

Rosie,

As discussed, I've prepared a concise briefing regarding NJTPA's concerns regarding the initiation of a EA/EIS for the City of Long Branch Pier/Ferry Terminal design project. As the FTA is aware, the design work has been going on for years and we are very close to a final physical and program design for the project.

It is our intention to address all matters of environmental assessment and permitting as part of the overall project.

Please review the attached and let's look for an opportunity to discuss at your earliest convenience.

Thanks!

Best regards,

***** - Please note new office number***



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041



CITY OF LONG BRANCH
Office of Community and Economic Development
344 Broadway
Long Branch, New Jersey 07740
732-222-7000

City of Long Branch

Pier/Ferry Terminal Design

Integrating Existing Design Work with Partner Agency Expectations



CITY OF LONG BRANCH
Office of Community and Economic Development
344 Broadway
Long Branch, New Jersey 07740
732-222-7000

Project Expectations:

To establish an oceanfront transportation linkage from the proposed ferry terminal to Manhattan and other destinations which would enhance development of the City of Long Branch not only on our oceanfront but throughout the entire City and the surrounding communities.

The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

Project History:

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes.

Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal.

In November of 2008, the City of Long Branch contracted with McLaren Engineering Group to commence the preliminary engineering for the Long Branch Pier and Ferry Terminal. This work began in February of 2009 and completed *Phase I* in March of 2010. From this work, engineering analysis work was comprised of site analysis and assessment as well as topographic, hydrographic, wave and environmental force studies.



From April 2010 through July of 2010, McLaren Engineering Group conducted a series of public meetings with the greater Long Branch community to introduce early designs and considerations to elicit feedback. From these data gathering discussions, the design team proceeded to a series of preliminary designs for consideration. This work took place from August of 2010 through October of 2010.

The work products delivering design options as well as an economic analysis for feasibility that was delivered in November of 2011; indicated a number of design considerations that would have been in excess of \$150,000,000. These recommended design configuration were far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the recommended work project.



From December 2011 through December 2015 the City of Long Branch de-prioritized consideration of the project due to low probability of attracting investment. Due to inactivity, the Federal Transit Administration (FTA) de-obligated the allotted funds for design in November 2015 and notified the City of Long Branch.

The City of Long Branch petitioned to re-obligate the funds and worked with the FTA to provide a compliant application and close out of the previous project work. The City of Long Branch's petition was approved on February 10, 2016.

As of October 2, 2017, *Phase II* preliminary physical and program design is nearly complete with an expected design ready for the next phase of cost estimation.

Project design work is expected to finish in June of 2018.



CITY OF LONG BRANCH
Office of Community and Economic Development
344 Broadway
Long Branch, New Jersey 07740
732-222-7000

Primary Concern of Partner Agencies

Current Primary Concern:

Recent dialogue with the Northern Jersey Transportation Planning Authority (NJTPA), a Metropolitan Planning Organization for Region II of the Federal Transit Administration has indicated concerns that an Environmental Assessment / Environmental Impact Statement be conducted before any design work can commence on the project.

Defining the Vision. Shaping the Future.



One Newark Center, 17th floor, Newark, NJ 07102
(973) 639-8400 • Fax (973) 639-1953 • www.njtpa.org

*Peter S. Palmer, Chair
Mary K. Murphy, Executive Director*

March 10, 2017

Robert Goodman
City of Long Branch Office of Community & Economic Development
344 Broadway
Long Branch, NJ 07740

Re: Long Branch Pier and Ferry Terminal Suggestion

Dear Mr. Goodman:

Thank you for hosting the February 6th meeting to discuss the replacement of the pier and the proposed Long Branch Ferry Terminal. I found the meeting to be very informative.

As you are aware, the City of Long Branch (City) has \$1.772 million (FTA Section 5309) that can be used towards design or construction of the Long Branch Pier and Ferry Terminal. This letter confirms that the funding has been added to the current Transportation Improvement Program (TIP) and will be included and available in the FY 2018 TIP. Please note: federal funds cannot be obligated unless the project is listed in the TIP.

During the meeting, you conveyed the City's intention to use the funds to prepare design plans that could be utilized to attract investors. However, before federal funds can be obligated for the design work phase, the City must first obtain an approved environmental document according to federal regulations.

Given the magnitude of the proposed Pier and Ferry Terminal with construction cost greater than \$100 million, the funding amount will probably be inadequate to pay for an Environmental Impact Statement (EIS). Instead, I suggest that the City conduct a feasibility study to determine if building the Long Branch Pier and Ferry Terminal is achievable. Using the Brooks Act, the City could use the money to solicit proposals from consultants who would examine some of the following objectives:

- Identify funding resources to pay for the EIS, design, right-of-way acquisition and construction
- Conduct an analysis of potential ferry service levels and forecast of ridership that considers existing rail and other current ferry services in the county
- Conduct traffic analyses based on the anticipated use of the Terminal and Pier

The Metropolitan Planning Organization for Northern New Jersey

- Obtain input/buy-in from key stakeholders such as developers, nearby business owners, NJDOT Harbor Operations - which includes the US Coast Guard - CAFRA, NJ TRANSIT and the Army Corp of Engineers, to name a few participants

I would recommend that the City contact FTA representatives to discuss and assess their opinion for conducting a feasibility study. NJ TRANSIT and the NJTPA should also be invited to this meeting.

Feel free to call me if you would like to further discuss this matter.

Sincerely yours,

Martin A. Hoffer, Director of Capital Programming and Project Development
NJTPA

Copy to: Mike Viscardi, NJT
Lou Milan, NJT
Donald Burns, FTA
Mary Ameen, NJTPA
Amy Magnuson, NJTPA
David Dawson, NJTPA
Eve Chamberlain, NJTPA



Position of the City of Long Branch

Points of Discussion

1. The NJTPA has communicated that an EA/EIS be conducted before any design work be completed, specifically addressing:
 - Identify funding resources to pay for the EIS, design, right-of-way acquisition and construction
 - Conduct an analysis of potential ferry service levels and forecast of ridership that considers existing rail and other current ferry services in the county
 - Conduct traffic analyses based on the anticipated use of the Terminal and Pier
 - Obtain input/buy-in from key stakeholders such as developers, nearby business owners, NJDOT Harbor Operations - which includes the US Coast Guard - CAFRA, NJ TRANSIT and the Army Corp of Engineers, to name a few participants
2. The City of Long Branch ***stipulates that the above cited items are important and must be completed***. Much of these task elements are incorporated into the existing agreement we have with the supplier providing the design services.
3. The City of Long Branch legal counsel has interpreted the need to conduct an EA/EIS after design work is complete in order to comply with NEPA.
4. Design work has been ongoing since 2009 with full acceptance on the State of New Jersey Transportation Improvement Plan (TIP). There is no historical involvement with NJTPA on this project or requests for an EA/EIS be conducted first before any design work be completed.
5. Based on the SOP provided by NJTPA, we believe that the Federal Transit Administration Regional Administrator has direct authority over the issue of when an EA/EIS would be required for a project under its jurisdiction. Our work scope incorporating these elements were reviewed when the remaining design funds were re-obligated towards the design work and the City of Long Branch believes we have had tacit approval to proceed with design work completion and conducting, eventually, a permitting process that would include an EA/EIS as needed.

See supporting documents on following slides



Exhibit A - Permitting Strategy Roadmap

REGULATORY: PERMIT Strategy

© 2017, TDG

2016 Evaluation of Permitting Process

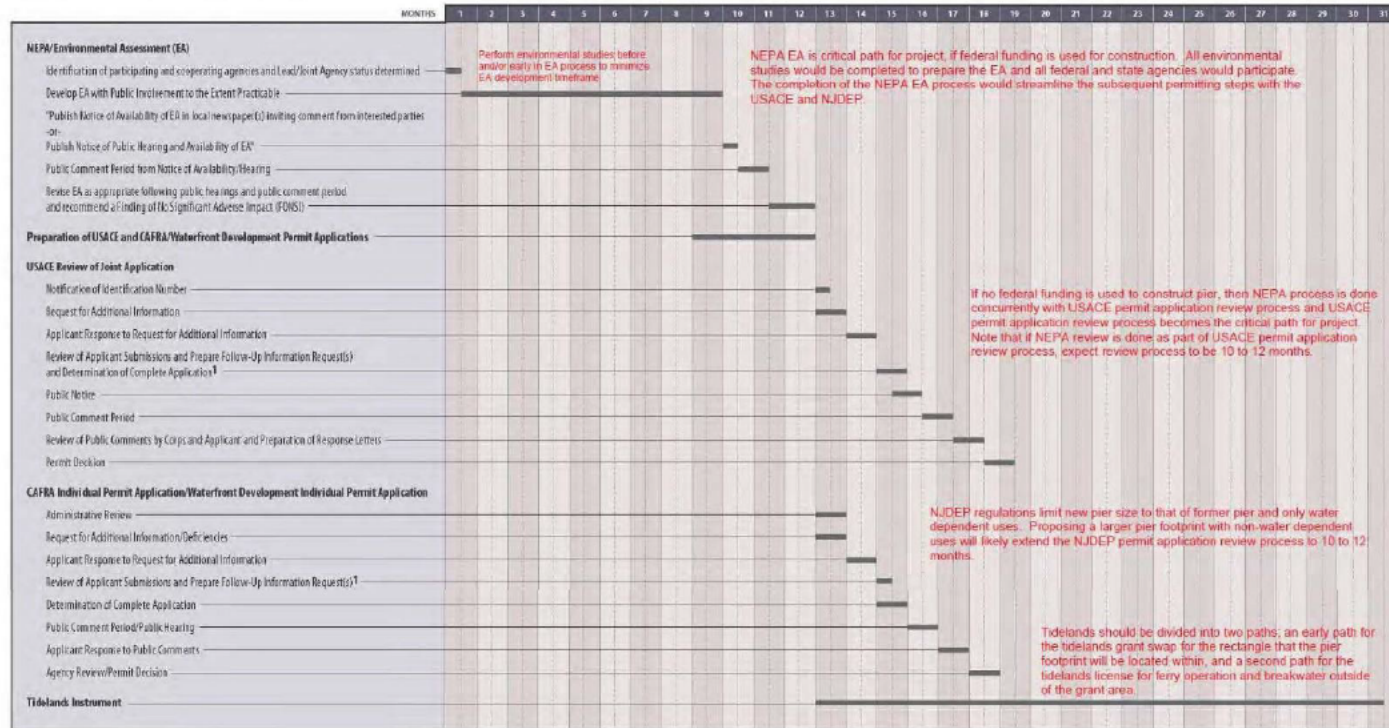


Figure 2K-1: Permitting Schedule

TASK 2K - ENVIRONMENTAL APPROVAL & PROJECT PERMITTING ACTION PLAN



AORF
Bernello Ajamil & Partners Architects
Cook + Fox Architects

Horton Lees Brogden
James Baum & Bolles
MKW + Associates

Section 2K - 8
Conceptual Design

LONG BRANCH PIER
& FERRY TERMINAL

Page 158



Exhibit B – SOP For Initiating an EA/EIS

Title: Project Initiation and Determining NEPA Class of Action
Date: August 2016
SOP No.: 2
Issued by the Office of Planning and Environment (TPE)

1. Purpose

This document provides guidance for the earliest phase of the environmental review process for FTA projects.

2. Applicability/Scope

FTA determines if and when it will be involved in the environmental review process. Prior to initiating review, FTA needs to decide if there is an FTA action (i.e., a transit project proposed for FTA funding; see 23 CFR 771.107 for full definition). If there is no FTA action, FTA will likely not be involved. If there is an FTA action, Regional staff should determine the appropriate time for project initiation (i.e., the action is sufficiently defined that assessment of its environmental impacts is feasible) in consultation with the Regional Counsel, as appropriate. The Regional Office must also make a National Environmental Policy Act (NEPA) class of action determination.

3. Responsibilities

The FTA Regional Administrator, or designee, as appropriate, is generally responsible for all environmental decisions, including project initiation and determining the class of action, related to any FTA action, in consultation with the Regional Counsel. The project sponsor (generally the sponsoring transit agency) may recommend a certain class of action based on the project's potential impacts.

FTA Regional staff is responsible for managing the day-to-day activities of the review. This means the staff is responsible for regularly communicating with the project sponsor and ensuring FTA has the necessary information to support the Regional Administrator's decisions on a project.

4. Standard Procedures for Project Initiation

4.1. Project information. Project sponsors should coordinate with FTA Regional Staff for an initial determination as to whether an environmental impact statement (EIS) will likely be required. Per 23 U.S.C. § 139(e), for projects that will be evaluated with an EIS, the project sponsor must provide Regional staff with project initiation information on the proposed project, including the project description (i.e., the type of work, termini, length and general location of the project), a list of any anticipated Federal approvals, and any additional information that the project sponsor considers important for initiating a project. Additionally, FTA recommends the project sponsor provide a summary of prior planning work on the project; the project's general purpose and need (EIS); and, a graphic showing the location of the proposed project—its proposed termini, station and maintenance facility locations and sizes, and other pertinent project features. The project sponsor fulfills this information requirement by providing FTA Regional staff with any relevant documents that contain the required and suggested project information; the information may take the form of a draft notice of intent (NOI) for an EIS.

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Duchatellier, Madeleine \(FTA\)](#)
Cc: [Kevin Hayes](#); [Robert Beckelman](#); [Ralph Basile](#); [Michael Martin](#)
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work
Date: Wednesday, January 31, 2018 10:21:10 AM
Attachments: [Outlook-1470242692.jpg](#)

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how

best to proceed to closeout the project.

Best regards,

***** - Please note new office number***



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Howard H. Woolley, Jr., Administrator](#)
Cc: [Robert Beckelman \(RBECKELMAN@greenbaumlaw.com\)](#); [Ralph Basile](#); [Davis, Darreyl \(FTA\)](#)
Subject: RE: 3927940_1
Date: Monday, January 11, 2016 8:56:13 AM

Good morning Howard,

Additional comments to your letter;

Since this letter is in response to our letter dated 11/23/15, you have to mention that in the first paragraph. Something like this: This letter is in response to your letter dated November 23, 2015, regarding the closeout of grant number NJ040026. We respectfully request that the subject grant not be closed out so that the City of Long Branch may complete this much needed project. We have also included grant number NJ040034 in the proposed Phase II since this grant also funds the completion of the preliminary engineering and design of ferry terminal project.

The subject of this letter should be: : NJ-04-0026-00 - Subject to Closeout
Recipient ID 3127, City of Long Branch, New Jersey

Thank you. Rosie.

Rosie Luperena
Tel: 212-668-2185
rosaria.luperena@dot.gov

From: Luperena, Rosaria (FTA)
Sent: Friday, January 08, 2016 3:23 PM
To: Howard H. Woolley, Jr., Administrator
Cc: Robert Beckelman (RBECKELMAN@greenbaumlaw.com); Ralph Basile; Davis, Darreyl (FTA); Luperena, Rosaria (FTA)
Subject: RE: 3927940_1

Hi Howard,

A few comments. Are you using the schedule in the letter for both grants. You had mentioned on our conference call with Mr. Davis that you wanted to use 0026 for the first few tasks and finish the project with 0034. If so, we need two schedules; one for each grant. If not, leave it as is just add dates to the first 2 milestones. Make sure you have added enough "float" time between each milestone.

In your last paragraph, please add your information; phone number, email address, etc., in case our Regional Administrator has additional questions to ask you or your representative.

Just a gentle reminder, please put your letter on your letterhead with your signature.

Thank you.

Rosie.

From: Howard H. Woolley, Jr., Administrator [hwoolley@longbranch.org]
Sent: Friday, January 08, 2016 3:00 PM
To: Luperena, Rosaria (FTA); Davis, Darreyl (FTA)
Cc: Robert Beckelman (RBECKELMAN@greenbaumlaw.com); Ralph Basile
Subject: 3927940_1

Rosie,

Please review this new version. We tried to incorporate your suggestions. Let me know if is on the mark.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: [Luperena, Rosaria \(FTA\)](#)
To: hwoolley@longbranch.org
Cc: [Davis, Darreyl \(FTA\)](#); [Ralph Basile](#); [Robert BECKELMAN](#)
Subject: RE: City of Long Branch - SAM Registration
Date: Wednesday, March 16, 2016 3:44:25 PM
Attachments: [image001.jpg](#)

Hi Howard,

I do not have access to update the user manager information in TrAMS. You as the user manager and local security manager have the accessibility to update your organization's information in TrAMS.

If you can send me Ronald Mehlhorn's replacement information, our local security manager has been kind enough to offer her services to make the change for you.

Thank you.

Rosie.

From: Ralph Basile [<mailto:rbasile@vantagepointredm.com>]
Sent: Tuesday, March 15, 2016 3:27 PM
To: hwoolley@longbranch.org; Robert BECKELMAN
Cc: Luperena, Rosaria (FTA)
Subject: FW: City of Long Branch - SAM Registration

Hi, Rosie.

Thanks so much for your quick response and helpful suggestions!

As discussed, below is a copy of the email you sent to Mr. Woolley last week. You and I just discussed the steps needed and their order so the City can gain access to the second grant (NJ-04-0034-00), which you indicated has been restored:

First, we need to immediately go to the SAMS link you provided below, and submit the required City financial information. Second, we then need to go to the TrAMS site and complete the required information...in order to expedite, you suggested perhaps copying the grant info from TEAM into a Word document, so we then could copy/paste relevant portions into TrAMS..

Finally, you graciously offered to assist us if we could visit your offices at 1 Bowling Green...we will let you know as soon as possible, and thanks in advance!

Please advise if my understandings are correct or not. We look forward to working with you in the days to come.

Ralph J. Basile

Principal

VantagePoint200x111



Vantage Point Real Estate Development Management, LLC
20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401
Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500
www.vantagepointredm.com

From: rosaria.luperena@dot.gov [<mailto:rosaria.luperena@dot.gov>]

Sent: Tuesday, March 15, 2016 3:09 PM

To: Ralph Basile <rbasile@vantagepointredm.com>

Subject: FW: City of Long Branch - SAM Registration

See below.

From: Luperena, Rosaria (FTA)

Sent: Monday, March 07, 2016 2:52 PM

To: Howard Woolley (hwoolley@longbranch.org)

Subject: City of Long Branch - SAM Registration

Hi Howard,

There seems to be an issue with the City of Long Branch's registration information in the SAM website. Please see link below and register if need be. We can discuss when I return from training.

Thank you.

Rosie

<https://www.sam.gov/portal/SAM/#1>

*Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185*

rosaria.luperena@dot.gov

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Burns, Donald \(FTA\)](#)
Subject: Re: City of Long Branch FTA Program Manager
Date: Tuesday, February 27, 2018 8:35:03 AM
Attachments: [Outlook-1470242692.jpg](#)

Rosie,

It has been our pleasure work with you and the rest of the FTA Region II team in moving this project to its proper trajectory and stability. Your efforts, as always, were deeply appreciated. If there is anything we can do to be of service to you in the future, please do not hesitate to ask.

We will work with Madeleine regarding our next steps for the project conclusion. We are currently preparing the 2018 Certifications and Assurances and plan to have these completed by Thursday.

Lets plan to speak next week about the project status.

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Tuesday, February 27, 2018 8:00:04 AM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA); Burns, Donald (FTA)
Subject: City of Long Branch FTA Program Manager

Hello Robert,

As of March 1st, Madeleine Duchatellier will be your FTA Program Manager. Madeleine will assist you with any and all issues with your FTA program. Madeleine can be reached at 212-668-2202 or via email madeleine.duchatellier@dot.gov. Madeleine and I will continue to work together until the transition is complete. If you have any questions or need assistance with any issues or regarding the transition, please do not hesitate to contact Madeleine or myself. Thank you.

Rosie.

*Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185
rosaria.luperena@dot.gov*

From: [Luperena, Rosaria \(FTA\)](#)
To: [Howard H. Woolley, Jr., Administrator](#)
Cc: [Davis, Darreyl \(FTA\)](#); rbasile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com
Subject: RE: City of Long Branch FTA program
Date: Friday, April 29, 2016 7:35:54 AM
Attachments: [image001.jpg](#)

Howard,

What time today are you are available to discuss the issues?

Also, April 30th is the deadline for the quarterly report for NJ040026. Were the reported completed in TrAMS?

Thanks. Rosie.

From: Howard H. Woolley, Jr., Administrator [mailto:hwoolley@longbranch.org]
Sent: Thursday, April 28, 2016 4:23 PM
To: Luperena, Rosaria (FTA)
Cc: Davis, Darreyl (FTA); rbasile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com
Subject: RE: City of Long Branch FTA program

Rosie,

Just left you a voice message. If we need to come up to get us into the system we can do it on either the 4th or the 9th . If we can do it over the phone all the better.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: rosaria.luperena@dot.gov [mailto:rosaria.luperena@dot.gov]
Sent: Wednesday, April 27, 2016 11:03 AM
To: Howard H. Woolley, Jr., Administrator
Cc: darreyl.davis@dot.gov; rbasile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com
Subject: RE: City of Long Branch FTA program

Hello Howard,

I am following up with several outstanding issues regarding the City of Long Branch FTA program. I have also left several messages with your office.

Following are the issues I wanted to discuss with you;

- The milestone progress report and the federal financial report need to be entered in TrAMS for grant #NJ-04-0026-00 by April 30, 2016. There has been no reporting since 2010. This is a federal requirement.
- Did the City of Long Branch complete registration in the SAM website? This must be done before the new application is entered in TrAMS.
- Are the Certifications and Assurances complete and attached in your Recipient's profile? This must be done before the new application is entered in TrAMS.
- Based on the project schedule sent January 11, 2016, a drawdown was expected in March 2016, no drawdown was done. Is City of Long Branch still closing out this grant in August 2016? This grant application will be listed on the "Inactive Grants' List" if no progress/drawdown is shown.

Please call me at your earliest convenience. Thank you. Rosie.

Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185
rosaria.luperena@dot.gov

From: Luperena, Rosaria (FTA)
Sent: Wednesday, March 16, 2016 3:44 PM
To: hwoolley@longbranch.org
Cc: Davis, Darreyl (FTA); Ralph Basile; Robert BECKELMAN
Subject: RE: City of Long Branch - SAM Registration

Hi Howard,

I do not have access to update the user manager information in TrAMS. You as the user manager and local security manager have the accessibility to update your organization's information in TrAMS.

If you can send me Ronald Mehlhorn's replacement information, our local security manager has been kind enough to offer her services to make the change for you.

Thank you.

Rosie.

From: Ralph Basile [<mailto:rbasile@vantagepointredm.com>]
Sent: Tuesday, March 15, 2016 3:27 PM
To: hwoolley@longbranch.org; Robert BECKELMAN
Cc: Luperena, Rosaria (FTA)
Subject: FW: City of Long Branch - SAM Registration

Hi, Rosie.

Thanks so much for your quick response and helpful suggestions!

As discussed, below is a copy of the email you sent to Mr. Woolley last week. You and I just discussed the steps needed and their order so the City can gain access to the second grant (NJ-04-0034-00), which you indicated has been restored:

First, we need to immediately go to the SAMS link you provided below, and submit the required City financial information. Second, we then need to go to the TrAMS site and complete the required information...in order to expedite, you suggested perhaps copying the grant info from TEAM into a Word document, so we then could copy/paste relevant portions into TrAMS..

Finally, you graciously offered to assist us if we could visit your offices at 1 Bowling Green...we will let you know as soon as possible, and thanks in advance!

Please advise if my understandings are correct or not. We look forward to working with you in the days to come.

Ralph J. Basile
Principal

VantagePoint200x111



Vantage Point Real Estate Development Management, LLC
20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401
Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500
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To: Ralph Basile <rbasile@vantagepointredm.com>

Subject: FW: City of Long Branch - SAM Registration

See below.

From: Luperena, Rosaria (FTA)
Sent: Monday, March 07, 2016 2:52 PM
To: Howard Woolley (hwoolley@longbranch.org)
Subject: City of Long Branch - SAM Registration

Hi Howard,

There seems to be an issue with the City of Long Branch's registration information in the SAM website. Please see link below and register if need be. We can discuss when I return from training.

Thank you.

Rosie

<https://www.sam.gov/portal/SAM/#1>

*Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185
rosaria.luperena@dot.gov*

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert Goodman](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Michael Martin](#); [Kevin Hayes](#)
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Thursday, March 08, 2018 10:44:05 AM
Attachments: [image001.jpg](#)

Robert,

Based on our current conversation, the City will resubmit the reports by Monday. Any questions or issues, let us know. Thank you.

Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, March 08, 2018 10:16 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Rosie,

The MPR/FFR report that was submitted in late January was for the previous quarter. We have approximately 30 days after the quarter end to prepare and submit the MPR/FFR. We anticipate submitting the first quarter of 2018 at some point after it completes on March 31st of this year and by the 30 day deadline around approximately April 29th of this year.

This pending report will include everything that we have advised the FTA of informally with, I hope, further definition for resolution.

Again, if need be, we can speak further on the phone.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, March 8, 2018 10:01:20 AM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA); Michael Martin; Kevin Hayes
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hello Robert,

Actually, the 1st quarter was submitted by you and Martin on January 31st, but you only repeated what was in the previous quarter. (See attached reports). The City may not have settled on the status of the project, but you still have to enter, in the reports, what has occurred in the last 3 months with the project in accordance to FTA guidelines. I have returned the reports to you. Please update and return.

Any further assistance, please email Madeleine and myself. Thank you.

Rosie

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Thursday, March 08, 2018 8:49 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Rosie,

I've read through your message. Realize that the MPR/FFR that you are looking at is for the quarter ending 12/31/17. We have not filed our MPR/FFR for the first quarter, yet.

The status of the message would be recorded in this upcoming MPR/FFR where we have completed drawdowns and as of today, the design project is in a suspended state of operation with the likely outcome being an official request to terminate the grant.

If need be, we can certainly schedule a teleconference to clarify any outstanding matters.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Wednesday, March 7, 2018 4:23:43 PM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA)
Subject: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hi Robert,

Upon reviewing the MPR/FFR, the City has not entered the information mentioned in this email, especially the highlighted information below. Please remove what's entered for 1/31/2018 and enter the status of the project in the last 3 months. You can use some of the verbiage below. As for the FFR, no drawdowns have been done, but you still need to add a comment on the status of the project for the last 3 months.

I will return the reports back to you shortly. Any questions, send Madeleine and me an email. Thank you.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Robert BECKELMAN
To: [Luperena, Rosaria \(FTA\)](mailto:Luperena.Rosaria@FTA)
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; [Davis, Darreyl \(FTA\)](mailto:Davis, Darreyl@FTA)
Subject: RE: Further Revised Letter re Long Branch Grants
Date: Monday, January 11, 2016 2:14:35 PM

Great. Mr. Woolley will do so when he puts the letter in final form on City letterhead. Thank you again for all your help.

From: rosaria.luperena@dot.gov [mailto:rosaria.luperena@dot.gov]
Sent: Monday, January 11, 2016 2:07 PM
To: Robert BECKELMAN
Cc: hwoolley@longbranch.org; rbasile@vantagepointredm.com; darreyl.davis@dot.gov
Subject: RE: Further Revised Letter re Long Branch Grants

Hi Robert,

Just add Howard's contact information at the end of the letter, then it's ready to go.

Thanks!

Rosie.

From: Robert BECKELMAN [mailto:RBECKELMAN@greenbaumlaw.com]
Sent: Monday, January 11, 2016 1:35 PM
To: Luperena, Rosaria (FTA); Davis, Darreyl (FTA)
Cc: hwoolley@longbranch.org; Ralph Baslie
Subject: Further Revised Letter re Long Branch Grants

Ms. Luperena:

We have attempted to further revise the attached draft letter to reflect your suggestions and comments from last Friday afternoon and this morning. Please review and advise if you think we are ready to send. Thank you.

Robert Beckelman
732-476-2448

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From: [Luperena, Rosaria \(FTA\)](#)
To: [Howard Woolley](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Robert Goodman](#)
Subject: RE: Long of Branch - NJ-04-0026-00 and Proposed grant 3127-2016 Long Branch Pier and Ferry Terminal
Date: Thursday, July 07, 2016 10:53:01 AM

Howard,

You are the user manager. You have access to add Robert to TRAMS.

Let me know if there is anything else I can assist you with.

Thanks.

Rosie.

From: Howard Woolley [mailto:hwoolley@longbranch.org]
Sent: Thursday, July 07, 2016 10:49 AM
To: Luperena, Rosaria (FTA)
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA); Robert Goodman
Subject: RE: Long of Branch - NJ-04-0026-00 and Proposed grant 3127-2016 Long Branch Pier and Ferry Terminal

Rosie,

Can you add me as User Manager in Trams so that I can add Robert Goodman to help me with compliance. Also I am listed as Attorney and FFR reporter which I would like to change. I was successful in doing the Certifications.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: Luperena, Rosaria (FTA) [mailto:rosaria.luperena@dot.gov]
Sent: Wednesday, June 22, 2016 3:47 PM
To: Howard Woolley
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA)
Subject: RE: Long of Branch - NJ-04-0026-00 and Proposed grant 3127-2016 Long Branch Pier and Ferry Terminal

Hello Howard,

This email is a follow up to our discussion.

NJ-04-0026-00 – Long Branch has awarded the contract approximately 2 months ago and will now drawdown the remaining funds this week in the amount of \$323,973. Please confirm.

3127-2016-1 – Long Branch will follow up with the completion of the certifications and assurances and attach them in TRAMS. (Links are below). Validate project in TRAMS. Remove tasks under the extended budget description and enter a full project description. Enter environmental finding for the project. Also, I do not see your recent Title VI Plan attached in TRAMS nor the FTA approval letter. Please attach both.

If I have left anything out as per our discussion, please let me know when you respond to this email. Thank you.

Rosie.

Here's a link to the Federal Register Notice with guidance on the submittal process:

<https://www.gpo.gov/fdsys/pkg/FR-2016-03-09/pdf/2016-05147.pdf>

Certificates and Assurances: http://www.fta.dot.gov/12825_16702.html

From: Howard Woolley [<mailto:hwoolley@longbranch.org>]

Sent: Wednesday, June 22, 2016 2:59 PM

To: Luperena, Rosaria (FTA)

Subject: FW: Long of Branch - NJ-04-0034 - proposed grant name?

Again.

Howard H. Woolley, Jr.

Business Administrator

City of Long Branch

344 Broadway

Long Branch, NJ 07740

732-571-5645

hwoolley@longbranch.org

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From: Howard Woolley

Sent: Monday, June 20, 2016 3:19 PM
To: 'Luperena, Rosaria (FTA)'
Cc: Ralph Basile (rbasile@vantagepointredm.com); 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; 'FTA TrAMS Helpdesk'
Subject: RE: Long of Branch - NJ-04-0034 - proposed grant name?

Rosie,

After much effort on our part we have gotten to your help desk people who were great. I think everything is in there that you need. The reason the recipient name didn't register was an error on the DUNS# which your person caught.

If you need anything further please let us know but I believe you can start your review.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

From: Luperena, Rosaria (FTA) [<mailto:rosaria.luperena@dot.gov>]
Sent: Wednesday, May 25, 2016 7:35 AM
To: Howard H. Woolley, Jr., Administrator
Cc: Ralph Basile (rbasile@vantagepointredm.com)
Subject: RE: Long of Branch - NJ-04-0034 - proposed grant name?

Good morning Howard,

Please ensure that a full grant is in TRAMS; milestones (based on your letter to Marilyn or updated ones), mention of earmarked funds, budget, contact person for project. Also under the executive summary, that this grant was mistakenly closed and that the old grant is attached. Is all this information in the new grant? What is the name of the proposed grant? Let me know so I can start reviewing. Thank you. Rosie.

From: Howard H. Woolley, Jr., Administrator [<mailto:hwoolley@longbranch.org>]
Sent: Tuesday, May 24, 2016 12:05 PM
To: Luperena, Rosaria (FTA)
Cc: Ralph Basile (rbasile@vantagepointredm.com)
Subject: RE: Long of Branch - NJ-04-0034

Rosie,

I have added this document the application in TrAMS. IT has not yet added "Long Branch City of " as recipient.

Please let us know what is left for us to do?

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

From: Luperena, Rosaria (FTA) [<mailto:rosaria.luperena@dot.gov>]
Sent: Thursday, May 19, 2016 10:54 AM
To: Howard H. Woolley, Jr., Administrator
Subject: Long of Branch - NJ-04-0034

Hi Howard,

Please attach the old grant (see attached) to the new application in TRAMS. Thank you.

Rosie.

Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185
rosaria.luperena@dot.gov

From: [Luperena, Rosaria \(FTA\)](#)
To: [Ralph Basile](#)
Cc: hwoolley@longbranch.org; [Robert BECKELMAN](#); [Davis, Darreyl \(FTA\)](#)
Subject: RE: Ms. Shazor"s Email Address
Date: Tuesday, January 05, 2016 1:15:17 PM

Hi Ralph,

Mr. Davis and I had a conference call discussion with Mr. Woolley yesterday afternoon regarding the ferry terminal project. Please follow up with Mr. Woolley as to the exact information we are looking for so that we can move forward with this project.

Thank you.

Rosie.

-----Original Message-----

From: Ralph Basile [<mailto:rbasile@vantagepointredm.com>]
Sent: Tuesday, January 05, 2016 1:02 PM
To: Luperena, Rosaria (FTA)
Cc: hwoolley@longbranch.org; Robert BECKELMAN
Subject: RE: Ms. Shazor's Email Address

Hello, Rosie.

Last week we copied you on the response sent to Ms. Shazor that addressed FTA's request for details by grant re: the proposed work scope, timing of performance and budget. As indicated in the memo, we would be further discussing the cost proposal with the selected contractor once FTA signs off and indicates we may proceed.

Accordingly, can you please indicate whether FTA has approved the proposed scope and timing of contract performance, so we may finalize work tasks and budgets, set the schedule of work product deliverables and sign a contract with this team so work may soon commence?

Thank you for your assistance.

On behalf of the City of Long Branch, NJ, sincerely,

Ralph J. Basile
Principal

Vantage Point Real Estate Development Management, LLC
20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401
Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500 www.vantagepointredm.com

-----Original Message-----

From: Ralph Basile
Sent: Monday, December 28, 2015 11:29 AM
To: rosaria.luperena@dot.gov
Cc: hwoolley@longbranch.org
Subject: Re: Ms. Shazor's Email Address

Rosie, thank you. Our response will be sent out soon, with a copy to you. Have a good day.

Sent from my iPhone

rbasile@vantagepointredm.com
Office: 443.714.8563
Cell: 410.212.5456

> On Dec 28, 2015, at 11:23 AM, "rosaria.luperena@dot.gov" <rosaria.luperena@dot.gov> wrote:

>

> Hi Ralph,

>

> Regional Administrator Shazor's email address is marilyn.shazor@dot.gov.

>

> Thank you.

>

> Rosie

>

>

>

>

>

> _____
> From: Ralph Basile [rbasile@vantagepointredm.com]

> Sent: Monday, December 28, 2015 11:12 AM

> To: Luperena, Rosaria (FTA)

> Cc: hwoolley@longbranch.org; Robert BECKELMAN

> Subject: Ms. Shazor's Email Address

>

> Hello, Rosaria.

>

> To expedite your request today to Rob Beckelman, please send me Ms. Shazor's email address. I am assisting the City with the response to your request. Thank you.

>

> Ralph J. Basile

> Principal

>

> [VantagePoint200x111]

>

> Vantage Point Real Estate Development Management, LLC

> 20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401

> Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500

> www.vantagepointredm.com<<http://www.vantagepointredm.com/>>

>

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#); [Michael Martin](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: Re: Pier Project: City of Long Branch FFR Task/FFR Report - Past due
Date: Friday, August 11, 2017 9:32:10 AM
Attachments: [image001.jpg](#)
[OutlookEmoji-1470242692463_E-Mail53cf91bb-5e2a-4779-b454-a341883a63a1.jpg](#)
[OutlookEmoji-1470242692463_E-Mail21d5a38-1bdf-499f-a7e9-b3fdf04d5722.jpg](#)

Rosie,

Thanks. I would like to have all of us on the phone to ensure clarity across the board.

Can you mail me when you are ready to speak?

Our conference call number is:

+1 641-715-0700
Pin #472774

Thank you!

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Friday, August 11, 2017 9:29:38 AM
To: Robert Goodman; Michael Martin
Cc: Davis, Darreyl (FTA)
Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

I have a 10am conference call. I'll call you when I'm done. Okay?

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Friday, August 11, 2017 9:14 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Michael Martin <mmartin@longbranch.org>
Cc: Davis, Darreyl (FTA) <darreyl.davis@dot.gov>
Subject: Re: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Rosie,

Mike is actually off today but just spoke with him. We have spent from local Cash on Hand

for this period's expenses, but have not done any drawdowns from the Federal monies as of yet.

In this report we've tried to accurately represent the current budget state, but after reviewing the documentation from the handbook, there isn't much context that advises where we might have missed the FTA's reporting expectations.

Can we setup a quick call to resolve this morning in the next hour? Or sometime Monday morning?

What works best for you so we can perform this report correctly?

Best regards,

*** - Please note new office number*

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Friday, August 11, 2017 8:44:35 AM
To: Michael Martin
Cc: Robert Goodman; Davis, Darreyl (FTA)
Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Mike,

Only funds drawn down against the grant.

Total federal award and local funds should be in the report.

Thanks.

Rosie

From: Michael Martin [<mailto:mmartin@longbranch.org>]
Sent: Friday, August 11, 2017 8:34 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Robert Goodman <rgoodman@longbranch.org>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>

Subject: Re: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Good Morning Rosie,

Is this report supposed to reflect expenses incurred by us or only the funds drawn down against the grant? You are correct the City has not drawn down any funds for this period. Should there be all \$0 , in all of the lines except the total award ?

Mike Martin
CFO

Get [Outlook for iOS](#)

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Friday, August 11, 2017 7:49:56 AM
To: Michael Martin
Cc: Robert Goodman; Davis, Darreyl (FTA)
Subject: FW: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Mike,

There were no drawdowns done for the 3rd Quarter which is from April 1, 2017 through June 30, 2017. Unsure of the numbers you entered in the FFR. Are you stating future drawdowns? If you go into the award funds status screen in TRAMS, you will see no drawdowns have been done. You should have \$0 across the board. Please revise and return as soon as possible. Thank you.

Rosie.

From: Michael Martin [<mailto:mmartin@longbranch.org>]
Sent: Thursday, August 10, 2017 7:26 PM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Robert Goodman <rgoodman@longbranch.org>
Cc: Davis, Darreyl (FTA) <darreyl.davis@dot.gov>
Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

All Please see attached.

Mike Martin
CFO City of Long Branch

From: Luperena, Rosaria (FTA) [<mailto:rosaria.luperena@dot.gov>]
Sent: Thursday, August 10, 2017 9:03 AM
To: Robert Goodman <rgoodman@longbranch.org>
Cc: Michael Martin <mmartin@longbranch.org>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>
Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Hi Robert,

Thank you for your response. I have no questions. I just need the report.

Thanks.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, August 10, 2017 8:56 AM

To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Cc: Michael Martin <mmartin@longbranch.org>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>

Subject: Re: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Rosie,

I am working with our CFO, Michael Martin, to ensure that it is completed today. Thank you for the reminder and we apologize for the delay.

It will be returned today.

If you have any questions, I am available until 10:00 am and then after 11:30 am.

Thank you.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Thursday, August 10, 2017 8:47:37 AM

To: Robert Goodman

Cc: Michael Martin; Davis, Darreyl (FTA)

Subject: RE: Pier Project: City of Long Branch FFR Task/FFR Report - Past due

Good morning Robert,

This is a follow up to the voicemail messages and previous emails regarding the submission of the FFR report. I am concerned that the first FFR report from Long Branch was not submitted. I understand you had issues submitting the report in TRAMS which is why I sent a Word version of the FFR report. This was to document that Long Branch did in fact submit a FFR report. I expected that the report would have been returned on the same day, since no drawdowns were done in the last quarter. As of today, I have not received the report. Since the deadline has passed, July 31st, the FTA needs the report as soon as possible.

If you need any assistance, please call me at 212-668-2185.

Thank you.

Rosie.

From: Luperena, Rosaria (FTA)
Sent: Friday, August 04, 2017 9:43 AM
To: 'Robert Goodman' <rgoodman@longbranch.org>
Cc: Michael Martin (mmartin@longbranch.org) <mmartin@longbranch.org>
Subject: RE: Pier Project: City of Long Branch FFR Task

Hi Robert,

I have not received the FFR as yet. Please submit so I can review. Thank you. Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Tuesday, August 01, 2017 9:44 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Michael Martin <mmartin@longbranch.org>
Subject: Re: Pier Project: City of Long Branch FFR Task

Rosie,

Thank you. We'll work to get this turned around promptly.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail

Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Tuesday, August 1, 2017 9:37:02 AM
To: Robert Goodman
Cc: Michael Martin; Luperena, Rosaria (FTA)
Subject: RE: Pier Project: City of Long Branch FFR Task

Hi Robert,

My apologies that we did not discuss this before the deadline. Unfortunately, TRAMS help desk misinformed you regarding the LSMs (Local Security Managers) of this office having the capability to assign tasks for quarterly reports. I looked at the report this morning and it looks like the report is still in "work in progress" mode. I don't know if you or Martin has access to enter the information but if not, I have attached a word document of the 3rd quarterly report. Enter the information and then return it to me when complete. Any questions, let me know.

Thanks. Rosie.

From: Luperena, Rosaria (FTA)
Sent: Friday, July 28, 2017 7:22 AM
To: 'Robert Goodman' <rgoodman@longbranch.org>
Cc: Michael Martin <mmartin@longbranch.org>
Subject: RE: Pier Project: City of Long Branch FFR Task

Good morning Robert,

I'm not sure I understand the question. Give me a call when you have a chance. Thanks. Rosie

Rosie Luperena
Tel: 212-668-2185

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Thursday, July 27, 2017 9:20 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch FFR Task

Rosie,

I hope this note finds you well.

We are in the process of filing our quarterly reports in TrAMS. I have filed the MPR, but we've run into a small snag with the FFR.

There were multiple FFR users in our system and the task ended up being accepted by myself. I have revised the user roles so that there is only one FFR role now (Michael Martin, our CFO).

I have been advised by the TrAMS Help Desk that I must submit the request to you to have this task newly assigned to our remaining FFR.

If your team can accomplish this by Monday, I will work with Mr. Martin to have it completed in time for the deadline of July 31, 2017.

As always, appreciate your help and assistance. If you have any questions, please feel free to contact me at your earliest convenience.

Thanks!

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert Goodman](#)
Cc: [Kevin Hayes](#); [Robert Beckelman](#); [Ralph Basile](#); [Michael Martin](#); [Davis, Darreyl \(FTA\)](#); [Duchatellier, Madeleine \(FTA\)](#); [Burns, Donald \(FTA\)](#)
Subject: RE: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work
Date: Thursday, February 08, 2018 8:05:10 AM
Attachments: [image001.jpg](#)

Good morning Robert.

Thank you for your kind words.

Let's have a discussion next week. Before we close out the project and/or grant application, there are still several items that the City need to finalize. I'll let you know when the FTA is available for a conference call.

Thank you.

Rosie

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

***** - Please note new office number***

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Robert Goodman
To: [Davis, Darreyl \(FTA\)](#)
Cc: [Robert Beckelman](#); [Kevin Hayes, Director-Bldg & Dev.](#)
Subject: Re: Region II 2017 Procurement System Review (PSR) and Financial Management Oversight Review (FMO) Workshops May 9-12, 2017 Saratoga Springs, NY
Date: Friday, March 10, 2017 8:29:54 AM
Attachments: [image001.png](#)
[image002.png](#)
[OutlookEmoji-1470242692463_E-Mail.jpg](#)

Darreyl,

Thank you for this notice. We'll assess our need to attend shortly.

Please remove Howard Woolley from the email distribution list. He is no longer the Business Administrator for the City of Long Branch. Please add myself and Mr. Kevin Hayes who is the Acting Business Administrator now. His e-mail address is:

khayes@longbranch.org
732-571-5645

Thank you!

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Howard Woolley
Sent: Thursday, March 9, 2017 9:42:10 PM
To: Robert Beckelman; Robert Goodman
Subject: Fwd: Region II 2017 Procurement System Review (PSR) and Financial Management Oversight Review (FMO) Workshops May 9-12, 2017 Saratoga Springs, NY

Sent from my iPad

Begin forwarded message:

From: "Davis, Darreyl (FTA)" <darreyl.davis@dot.gov>

Date: March 8, 2017 at 12:46:24 PM EST

To: Connie Bennett <connie.bennett@firstgroup.com>, "Hager, Tina" <thager@co.chemung.ny.us>, Pamela Memos <pmemos@co.broome.ny.us>, "Robert C. Parrington" <rparrington@orangecountygov.com>, Maria Rosploch <mrosploch@orangecountygov.com>, "ccha@co.ulster.ny.us" <ccha@co.ulster.ny.us>, Cynthia Ruiz <cruiz@dutchessny.gov>, "Mangi, Joseph" <jmangi@dutchessny.gov>, ssggft choiceonemail.com <ssggft@choiceonemail.com>, Mary Hastings <mhggft@choiceonemail.com>, "ehayes@watertown-ny.gov" <ehayes@watertown-ny.gov>, "ksorrell@cityofpoughkeepsie.com" <ksorrell@cityofpoughkeepsie.com>, Toni Roser <citibus@ci.kingston.ny.us>, "Luke, Janet" <jluke@dot.nyc.gov>, jtherattil dot.nyc.gov <jtherattil@dot.nyc.gov>, "Darren_Kempner@nfta.com" <Darren_Kempner@nfta.com>, "Farr, Eric" <efarr@myrts.com>, "Nieskes, Cheryl" <cnieskes@myrts.com>, dwight.mengel dfa.state.ny.us <dwright.mengel@dfa.state.ny.us>, "syoung@njtransit.com" <syoung@njtransit.com>, malbrech mtahq.org <malbrech@mtahq.org>, "lthompson@njtransit.com" <lthompson@njtransit.com>, "MDondero@njtransit.com" <MDondero@njtransit.com>, "spersaud@nassaucountyny.gov" <spersaud@nassaucountyny.gov>, "mas9@westchestergov.com" <mas9@westchestergov.com>, "Chatterton, Chris (chris.chatterton@suffolkcountyny.gov)" <chris.chatterton@suffolkcountyny.gov>, Shari James <sjames@longbeachny.gov>, "vabarto@lirr.org" <vabarto@lirr.org>, darryl.irick nyct.com <darryl.irick@nyct.com>, "giulietti@mnr.org" <giulietti@mnr.org>, "gettler@mnr.org" <gettler@mnr.org>, "MSTEIN@mtahq.org" <MSTEIN@mtahq.org>, "Stephen McGloin (smcgloin@huntingtonny.gov)" <smcgloin@huntingtonny.gov>, "'shinem@co.rockland.ny.us'" <shinem@co.rockland.ny.us>, "Douglas J. SCHUETZ (SchuetzD@co.rockland.ny.us)" <SchuetzD@co.rockland.ny.us>, "Carrie DeMarchi (Carrie.DeMarchi@putnamcountyny.gov)" <Carrie.DeMarchi@putnamcountyny.gov>, "Sandra Fusco (sandra.fusco@putnamcountyny.gov)" <sandra.fusco@putnamcountyny.gov>, "lbowles@dot.nyc.gov" <lbowles@dot.nyc.gov>, "jluke@dot.nyc.gov" <jluke@dot.nyc.gov>, jtherattil dot.nyc.gov <jtherattil@dot.nyc.gov>, "nancy_peters@nfta.com" <nancy_peters@nfta.com>, "Darren_Kempner@nfta.com" <Darren_Kempner@nfta.com>, "efarr@myrts.com" <efarr@myrts.com>, "cnieskes@myrts.com" <cnieskes@myrts.com>, Toni Roser <citibus@ci.kingston.ny.us>, "Telovsky, William (DOT)" <William.Telovsky@dot.ny.gov>, Philip Parella <philipp@cdta.org>, "Hager, Tina" <thager@co.chemung.ny.us>, rdib co.ulster.ny.us <rdib@co.ulster.ny.us>, "Klein, Naomi" <nkk3@westchestergov.com>, "ejmoses@CENTRO.ORG" <ejmoses@CENTRO.ORG>, "clocurto@CENTRO.org" <clocurto@CENTRO.org>, tom.vaughan dot.ny.gov <tom.vaughan@dot.ny.gov>, "mlowen@huntingtonny.gov" <mlowen@huntingtonny.gov>, "mrobihanson@longbeachny.gov" <mrobihanson@longbeachny.gov>, hwoolley longbranch.org <hwoolley@longbranch.org>, "nancy_peters@nfta.com" <nancy_peters@nfta.com>, "Gillian.Persaud@nyct.com" <Gillian.Persaud@nyct.com>, "mvozza@panynj.gov" <mvozza@panynj.gov>,

"g.lenberger@suffolkcountyny.gov" <g.lenberger@suffolkcountyny.gov>
Cc: "Branche, Ralph (FTA)" <Ralph.Branche@dot.gov>, "Burns, Donald (FTA)" <Donald.Burns@dot.gov>, "Carr, Anthony (FTA)" <Anthony.Carr@dot.gov>, "Chung, Nina (FTA)" <Nina.Chung@dot.gov>, "Crocker, John (FTA)" <john.crocker@dot.gov>, "Culotta, Michael (FTA)" <Michael.Culotta@dot.gov>, "Das, Manoj (FTA)" <manoj.das@dot.gov>, "Davis, Darreyl (FTA)" <darreyl.davis@dot.gov>, "Duchatellier, Madeleine (FTA)" <Madeleine.Duchatellier@dot.gov>, "Ellison, Faye (FTA)" <Faye.Ellison@dot.gov>, "Goodman, Stephen (FTA)" <stephen.goodman@dot.gov>, "Goveia, James (FTA)" <James.Goveia@dot.gov>, "Hill-Anderson, Dara CTR (FTA)" <d.hill-anderson.ctr@dot.gov>, "Luperena, Rosaria (FTA)" <rosaria.luperena@dot.gov>, "Mateo, Jennifer (FTA)" <jennifer.mateo@dot.gov>, "Moser, Daniel (FTA)" <daniel.moser@dot.gov>, "Nordstrom, Kay (FTA)" <kay.nordstrom@dot.gov>, "Odendhal, Troy (FTA)" <troy.odendhal@dot.gov>, "Pelt, Veronica (FTA)" <Veronica.Pelt@dot.gov>, "PointduJour, Hans (FTA)" <Hans.PointduJour@dot.gov>, "Robles, Patty (FTA)" <patty.robles@dot.gov>, "Serassio, Helen (FTA)" <Helen.Serassio@dot.gov>, "Soleyn, Sheldon (FTA)" <sheldon.soleyn@dot.gov>, "Stephen, Douglas (FTA)" <douglas.stephen@dot.gov>, "Susino, John (FTA)" <John.Susino@dot.gov>, "Vincent, Donovan (FTA)" <donovan.vincent@dot.gov>, "Ward, Cyrenthia (FTA)" <cyrenthia.ward@dot.gov>, "Yan, Jun (FTA)" <jun.yan@dot.gov>, "Trapp, Therese (FTA)" <Therese.Trapp@dot.gov>

Subject: Region II 2017 Procurement System Review (PSR) and Financial Management Oversight Review (FMO) Workshops May 9-12, 2017 Saratoga Springs, NY

Region II 2017 Procurement System Review (PSR) and Financial Management Oversight Review (FMO) Workshops May 9-12, 2017 Saratoga Springs, NY

The Federal Transit Administration (FTA) conducts oversight workshops across the country for its grantees each year. The purpose is to help attendees broaden their understanding of the federal rules and regulations, as well as how to comply with FTA program requirements. Continuing this commitment, FTA will host a series of Procurement System Review (PSR) Workshops and Financial Management Oversight Review (FMO) Workshops from March-May 2017.

PSR Workshop May 9-10, 2017: The PSR workshops are designed to encourage and facilitate improved grantee procurement operations. They foster the use of industry best practices; and inform the grantee about the Federal procurement requirements, specifically the requirements of FTA Circular 4220.1F and other applicable statutory and administrative requirements. These workshops are intended to educate, inform and exchange information with grantees regarding FTA required procurement and program responsibilities; as well as guide grantees through the PSR process. Attendees will include Regional Office staff members, FTA PSR contractors, and public transit

agency staff.

-

FMO Workshop May 11-12, 2017: The FMO workshops are conducted in order to assist grantees in enhancing and refining their financial management systems to meet the standards established by 2 CFR Part 200 and Part 1201 "Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards," and other FTA and Federal regulatory requirements. Participants will be provided with exercises and case studies patterned after actual FMO reviews. Attendees will include Regional Office staff members, FTA FMO contractors, and public transit agency staff.

-

Workshop Registration

If you plan to attend the workshop(s), please register for at

https://planitnow.com/FTA_FY17_PSR_FMO.php.

Hotel Reservations

A block of rooms have been reserved at the [Embassy Suites Saratoga Springs](#) at a rate of \$148.00 (plus all applicable taxes) for travel dates, **May 8 – 12, 2017**. If you wish to make your reservation via the phone, please call, **(518) 290-9090**. When making your reservation, please mention the group name, **"FTA PSR/FMO Workshops"**, to ensure your receive the rate mentioned above. Attendees will be responsible for making their own reservations and supplying their credit cards to guarantee the reservation. This rate will be available until **April 18, 2017**, so please make your reservations soon.

-

Please let me know if you have any questions.

Best Regards,

Darreyl

Darreyl D. Davis
Director Office of Operations and Program Management
U.S. Department of Transportation
Federal Transit Administration, Region II
One Bowling Green, Suite 429
New York, NY 10004-1415
Tel: (212) 668-2186
Fax: (212) 668-2136
www.fta.dot.gov



Excellence is the result of caring more than others think is wise, risking more than others think is safe, dreaming more than others think is practical, and expecting more than others think is possible.

CONFIDENTIALITY NOTICE: This message may be privileged and confidential for the above-named addressee(s). If you are not the intended recipient, you are prohibited from disseminating, using, or copying the contents and you should notify the sender immediately that you received this message in error.

From: Robert Goodman
To: [Duchatellier, Madeleine \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#); [Luperena, Rosaria \(FTA\)](#)
Subject: Re: Risk-Based Reporting Policy - Long Branch
Date: Wednesday, November 29, 2017 9:02:38 AM
Attachments: [Outlook-1470242692.jpg](#)

Madeleine,

Thank you. We will continue to report quarterly as directed.

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Sent: Wednesday, November 29, 2017 7:52:32 AM
To: Robert Goodman
Cc: Davis, Darreyl (FTA); Luperena, Rosaria (FTA)
Subject: Risk-Based Reporting Policy - Long Branch

Please see attached. Hard copy to follow.

Thanks,
Madeleine

From: Ralph Basile
To: [Luperena, Rosaria \(FTA\); hwoolley@longbranch.org](mailto:Luperena.Rosaria (FTA); hwoolley@longbranch.org)
Cc: RBECKELMAN@greenbaumlaw.com; [Shazor, Marilyn \(OST\); Davis, Darreyl \(FTA\)](mailto:Shazor, Marilyn (OST); Davis, Darreyl (FTA))
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
Date: Tuesday, March 15, 2016 3:02:50 PM
Attachments: [image001.jpg](#)

Hello, Rosie.

I just left you a VM...thanks!

Ralph J. Basile

Principal

VantagePoint200x111



Vantage Point Real Estate Development Management, LLC
20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401
Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500
www.vantagepointredm.com

From: rosaria.luperena@dot.gov [mailto:rosaria.luperena@dot.gov]
Sent: Tuesday, February 02, 2016 10:49 AM
To: hwoolley@longbranch.org
Cc: Ralph Basile <rbasile@vantagepointredm.com>; RBECKELMAN@greenbaumlaw.com; marilyn.shazor@dot.gov; darreyl.davis@dot.gov
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

It is solely up to the City of Long Branch on the procurement process, but please be mindful that you have \$323,973 available to draw down under grant NJ-04-0026.

We will let you know when a decision has been made in regards to NJ-04-0034.

Thank you.

From: Howard H. Woolley, Jr., Administrator [mailto:hwoolley@longbranch.org]
Sent: Monday, February 01, 2016 4:56 PM
To: Luperena, Rosaria (FTA)
Cc: rbasile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com; Shazor, Marilyn (FTA); Davis, Darreyl (FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Thank you for your reply. We will get the contract approved and commence work.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

From: rosaria.luperena@dot.gov [<mailto:rosaria.luperena@dot.gov>]
Sent: Monday, February 01, 2016 2:04 PM
To: Howard H. Woolley, Jr., Administrator
Cc: rbasile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com; marilyn.shazor@dot.gov; darreyl.davis@dot.gov
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

As a point of clarification, we are stilling awaiting approval for the restoration of funds for grant NJ-04-0034. Thank you.

From: Luperena, Rosaria (FTA)
Sent: Monday, February 01, 2016 1:17 PM
To: Howard H. Woolley, Jr., Administrator
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Shazor, Marilyn (FTA); Davis, Darreyl (FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Hello Howard,

We are still working with our Headquarters' office to restore the funds under grant NJ-04-0034. In the interim, funds under NJ-04-0026 are available to be drawn down. Long Branch can proceed with the project and draw down the available funds now under NJ-04-0026 that will lead to the close out of the grant; that will show a good faith effort. Once the funds under NJ-04-0034 are restored under our new electronic award managing system, TrAMS, the City can proceed with drawing down those funds and closing out this grant as well.

FTA would like assurance that the grants will remain active, so that they do not ever again pop up on inactive grants listings subject to be closed out. FTA would like Long Branch to adhere to the schedules it presented in your January 11, 2016 correspondence.

If you have any additional questions or need further assistance, please do not hesitate to call or email me.

Thank you.

Rosie

Rosie Luperena
Tel: 212-668-2185

From: Howard H. Woolley, Jr., Administrator [<mailto:hwoolley@longbranch.org>]
Sent: Thursday, January 28, 2016 10:56 AM
To: Shazor, Marilyn (FTA)
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Luperena, Rosaria (FTA); Davis, Darreyl (FTA)
Subject: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Ms. Shazor;

I hope that everything is satisfactory with our letter to you. Please advise us as to next steps. We are ready to proceed with the award of the contract pending your approval.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: [Ellison, Faye \(FTA\)](#)
To: [Howard Woolley](#)
Subject: RE:
Date: Wednesday, September 24, 2014 4:07:00 PM

You're welcome.

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@longbranch.org>]
Sent: Wednesday, September 24, 2014 3:52 PM
To: Ellison, Faye (FTA)
Subject: RE:

Thanks so much.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Wednesday, September 24, 2014 3:04 PM
To: hwoolley@longbranch.org
Subject: RE:

You are all set with TEAM.

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@longbranch.org>]
Sent: Wednesday, September 24, 2014 11:47 AM
To: Ellison, Faye (FTA)
Subject: FW:

Faye,

Thanks you for your help. Hopefully now I can get back into TEAM to get the reports updated. Please send me any information I will need. Thank you again.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

WARNING: Email received by or sent to City Officials are subject to the Open Public Records Act [OPRA]. If you are in any way concerned about the contents of your email being read by someone other than the person(s) you are contacting, you should consider alternate ways of contacting them.

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]

Sent: Wednesday, September 24, 2014 11:37 AM

To: howard

Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 09.24.2014 11:36:56 (-0400)

Queries to: ricoh@ci.long-branch.nj.us

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#)
Subject: Re: City of Long Branch - Resolutions
Date: Monday, April 03, 2017 8:34:32 AM
Attachments: [image001.jpg](#)
[image002.png](#)
[OutlookEmoji-1470242692463_E-Mail.jpg](#)
[20170328 - Resolution 72-17 - Authorization to file - Pier Ferry.pdf](#)

Rosie,

As discussed, find attached the approved Resolution as requested authorizing the City of Long Branch to file an application for Federal Assistance as well as execute a cooperative agreement that would provide for certifications and assurances.

I have filed this in TrAMS under Recipient Organization under Documents.

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA)
Sent: Tuesday, March 28, 2017 8:53:39 AM
To: Robert Goodman
Subject: RE: City of Long Branch - Resolutions
Thanks Robert.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Tuesday, March 28, 2017 8:30 AM
To: Luperena, Rosaria (FTA)
Subject: Re: City of Long Branch - Resolutions

Rosie,

The Resolution is scheduled for this evening's City Council Meeting a R72-17 (see attached, page 4). Once signed and sealed, I will provide a copy to you directly as well as uploaded to to TrAMS.

If you have any questions, please feel free to reach out to me at your earliest convenience.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Tuesday, March 28, 2017 8:12:42 AM
To: Robert Goodman
Subject: RE: City of Long Branch - Resolutions
Good morning Robert,
Were the resolutions completed?
Thanks!
Rosie.

From: Luperena, Rosaria (FTA)
Sent: Monday, March 13, 2017 1:53 PM
To: Robert Goodman <rgoodman@longbranch.org>
Subject: RE: City of Long Branch - Resolutions
Hello Robert,
Thank you for letting me know of the delay.
Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Monday, March 13, 2017 1:27 PM
To: Luperena, Rosaria (FTA)
Subject: Re: City of Long Branch - Resolutions
Good afternoon, Rosie,
As a result of the weather emergency in our region, our offices; and more importantly our City Council meeting that would have been approving the FTA resolution required for our application, has been cancelled.
It is unclear if they are rescheduling for later this week or will wait until March 24, 2017 for all deferred business.
Wished to keep you informed of our delay, but do expect easy passage at the next meeting.
If you have any questions, please contact me at your earliest convenience.
Please stay safe and warm!
Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Friday, March 3, 2017 9:56:23 AM
To: Robert Goodman

Subject: RE: City of Long Branch - Resolutions

Hi Robert,

Yes, last item before we can move forward with the grant application.

I think March 15th is good. Thanks. R.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Friday, March 03, 2017 8:08 AM

To: Luperena, Rosaria (FTA)

Subject: Re: City of Long Branch - Resolutions

Rosie,

I miscalculated the date. Our Council meets on the 2nd and 4th Tuesday of each month. The first meeting will be on March 14th. If hand carry the resolution to our City Clerk after signature, I should be able to deliver it on March 15th. Will that be too late?

Is this the last item to resolve before officially making award or are there other matters to resolve?

Please let me know at your earliest convenience. Thanks!

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Friday, March 3, 2017 7:44:59 AM

To: Robert Goodman

Subject: RE: City of Long Branch - Resolutions

Good morning Robert,

Are we still meeting the March 8th deadline for the resolution?

Would like to get this settled before our counsel takes his leave of absence which (I think) is mid-March. Thanks Robert.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, February 23, 2017 3:45 PM

To: Luperena, Rosaria (FTA)

Subject: Re: City of Long Branch - Resolutions

Rosie,

Got it! Thank you for checking!

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Thursday, February 23, 2017 3:40:38 PM

To: Robert Goodman

Subject: RE: City of Long Branch - Resolutions

Hi Robert,

My legal counsel could not accept this resolution since it's pertaining to the City of Long Branch and contract of hire. Please go ahead with the new resolution. Anything else, let me know. Thanks.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, February 23, 2017 12:54 PM

To: Luperena, Rosaria (FTA)

Subject: Re: City of Long Branch - Resolutions

Rosie,

Just to be sure we're both looking at the same resolutions, here are the two that I discovered (the original and the recent award to the new design team). If these are what you reviewed in the Application Information section and are considered insufficient, we'll go ahead with the new resolution.

Again, appreciate your efforts to bring this application up to award.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Thursday, February 23, 2017 12:39:49 PM

To: Robert Goodman

Subject: RE: City of Long Branch - Resolutions

Hi Robert,

You're correct, City of Long Branch is the direct recipient and has the authority for the 5309 funding.

I'm guessing you could not find the original resolution. Okay, as soon as the resolution is completed, please send and attach under your recipient profile. Once done, we can move forward with the grant application. Thank you. Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, February 23, 2017 9:13 AM

To: Luperena, Rosaria (FTA)

Subject: Re: City of Long Branch - Resolutions

Rosie,

Understood. We can use the attached as a new resolution if this is what is required. That being said, I need a little guidance from your office regarding the first stipulation as to whether we are requesting assistance or authority via Section 5307 for Urbanized Area Formula Program. I believe the answer is no and that we are operating under Section 5309.

Additionally, I will try to get this resolution in for our Council Meeting on February 28th, but it is possible that it may not be passed until March 8th. Whenever it passes, I will have a digital copy of the signed and sealed resolution uploaded to TrAMS.

Please advise at your earliest convenience.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Thursday, February 23, 2017 8:50:00 AM

To: Robert Goodman

Subject: RE: City of Long Branch - Resolutions

Good morning Robert,

I see the opinion of counsel but not the authorizing resolution. I am attaching a sample of an authorizing resolution. Let me know if you have one on file. If so, please attach under the recipient profile tab. Thanks Robert.

Rosie

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, February 23, 2017 8:14 AM

To: Luperena, Rosaria (FTA)

Subject: City of Long Branch - Resolutions

Rosie,

I was out of the office yesterday, but just received your message regarding the resolutions. I have added to TrAMS two resolutions under Application Information:

1) The original resolution dating back to 2008 when the initial grant application was submitted. I have placed it here for historical reference.

2) The most recent resolution dating back to March of 2016 awarding engineering services for the FTA grant.

Please review at your earliest convenience and advise if this is sufficient for your request.

Thanks!

Best regards,

*** - Please note new office number*

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

R # 72-17

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C chapter 53, and for any title 23 United States Code and other Federal statutes administered by the Federal Transit Administration.

WHEREAS, the Federal Transit Administrator has been delegated authority to award Federal financial assistance for a public transportation project;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the Applicant and may require the Applicant to provide the local share of the project cost;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Long Branch:

1. The Mayor or his/her designee is authorized to execute and file an application for Federal assistance on behalf of City of Long Branch with the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. chapter 53, Title 23 United States Code or other Federal statutes authorizing a project administered by the Federal Transit Administration.
2. The Mayor or his/her designee is authorized to execute and file with its application(s) the annual certification and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement.
3. The Mayor or his/her designee is authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of the City of Long Branch.

CERTIFICATION to AUTHORIZING RESOLUTION

The undersigned duly qualified City Clerk acting on behalf of the City of Long Branch, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the City of Long Branch held on March 28, 2017

(seal)



Kathy L. Schmelz, RMC, City Clerk

OFFERED: Sirianne
SECOND: Pallone
AYES: 5
NAYES: 0
ABSENT: 0
ABSTAIN: 0

From: Howard Woolley
To: [Branche, Ralph <FTA>](#)
Cc: [Brian Dowling](#)
Subject: RE: City of Long Branch
Date: Tuesday, February 03, 2009 3:16:12 PM

Ralph,

Do you think we could get together on Weds. Feb 11th say at 10:00AM or so?

CW

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Thursday, January 29, 2009 12:55 PM
To: hwoolley@ci.long-branch.nj.us
Cc: John.Prince@dot.gov; Donald.Burns@dot.gov
Subject: City of Long Branch

Hi Howard:

I have received your package. When we spoke, I promised to forward you the link to 5010D and 4220.1F; http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html. Please go to the public website and review the circulars as they assist in management of the FTA grant programs. As I have indicated before, please ensure that you are not charging your consultants expenses against the grant. You may use your local finances to pay for their services. Also, please provide dates in February, or March when you would like to meet. I am unavailable from Feb 16th to Mar 3rd as well as, Feb 6th and Feb 12th.

Please note that the condition in the grant was the DBE issues. Now that you have satisfied John's comments, you may proceed with the process of developing your project. You have already signed in the Certs and Assurances that you will meet our requirements for third party and the management of the grant. The reason I asked for a copy of the policies and procedures is because you are a new grantee and we do not have any historical data of operating and procurement procedures. I was hoping to see that information. Let me know if the document you provided represents that. We will not be reviewing your contract before you award them, if you are following the guidance provided on FTA's public website listed above. If you are making deviations, then you need to come in to us for our concurrence because those deviations may jeopardize our participation. We are certainly available if you need guidance on particular questions but we do not approve RFP or IFB prior to letting. I just wanted to make sure that we have that understanding.

Also note, Donald Burns would be the point of contact on any planning and NEPA issues.

If there any questions or concerns, please feel free to call me at the number listed below.

Thanks,

Ralph A. Branche Jr.

Regional Engineer

Federal Transit Administration

Region II

P:(212)668-2181

F:(212)668-2136

From: Howard Woolley
To: [Branche, Ralph <FTA>](mailto:Ralph.Branche@dot.gov); John.Prince@dot.gov
Cc: [Brian Dowling](mailto:Brian.Dowling)
Subject: RE: City of Long Branch DBE Program/ Title VI LEP Plan
Date: Monday, November 17, 2008 5:45:48 PM

[Ralph & John,](#)

[I've got the ad going in this week and will have the meeting next Monday. I am working of the LEP issues.](#)

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Monday, November 17, 2008 2:22 PM
To: hwoolley@ci.long-branch.nj.us
Cc:
Subject: RE: City of Long Branch DBE Program/ Title VI LEP Plan

[As discussed last week please ensure that you have fulfilled these items before we meet with you. We made the grant as to not lose the earmark so conditions were placed in the grant. Please work with John to ensure these requirements are met.](#)

[Thanks,](#)

[Ralph A. Branche Jr.](#)

[Regional Engineer](#)

[Federal Transit Administration](#)

[Region II](#)

[P:\(212\)668-2181](#)

[F:\(212\)668-2136](#)

From: Prince, John <FTA>
Sent: Monday, November 17, 2008 1:16 PM
To: hwoolley@ci.long-branch.nj.us
Cc: Branche, Ralph <FTA>; Prince, John <FTA>
Subject: FW: City of Long Branch DBE Program/ Title VI LEP Plan

[The DBE regulation states that the notice must be published in general circulation media and be](#)

available in minority-focused media and trade association publications. Thanks.

JP

From: Howard Woolley [mailto:hwoolley@ci.long-branch.nj.us]
Sent: Monday, November 17, 2008 12:27 PM
To: Prince, John <FTA>
Cc: Brian Dowling
Subject: RE: City of Long Branch DBE Program/ Title VI LEP Plan

John,

I am publishing the ad in the Asbury Park Press. Would you please let me know what other publications you would recommend that I place it in.

CW

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: John.Prince@dot.gov [mailto:John.Prince@dot.gov]
Sent: Wednesday, November 12, 2008 3:49 PM
To: bdowling@bbpa.com; hwoolley@ci.long-branch.nj.us
Cc: Ralph.Branche@dot.gov; John.Prince@dot.gov
Subject: RE: City of Long Branch DBE Program/ Title VI LEP Plan

A published notice announcing proposed overall goal, informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the principal office for 30 days following the date of the notice, and informing the public that comments on the goals will be accepted for 45 days from the date of notice. A public meeting should have occurred before you gave FTA your goal submission, however a public meeting needs to occur as soon as possible with the City of Long Branch explaining its goal rationale to the public in accordance with 49 CFR Part 26.45.

As it pertains to Title VI, LEP I believe the City of Long Branch has a 23-minute video entitled Understanding Title VI which was produced for the U.S. Department of Justice.

Thanks,

JP

From: Brian Dowling [mailto:bdowling@bbpa.com]

Sent: Wednesday, November 12, 2008 3:33 PM
To: Prince, John <FTA>; hwoolley@ci.long-branch.nj.us
Subject: City of Long Branch DBE Program/ Title VI LEP Plan

John,

The City of Long Branch will be publishing the DBE public announcement this week. After the forty-five day comment period is a public hearing/meeting required?

Mr. Woolley is working on the Title VI and LEP issues and plans on addressing them as soon as possible.

Thanks,

Brian

Brian Dowling
BBPC
177 Defense Highway
Annapolis, MD 21401
Tel: 410.266.7800
Fax: 410.266.7866

bdowling@bbpa.com

From: John.Prince@dot.gov [mailto:John.Prince@dot.gov]
Sent: Wednesday, November 12, 2008 12:11 PM
To: Brian Dowling; hwoolley@ci.long-branch.nj.us
Cc: Ralph.Branche@dot.gov; John.Prince@dot.gov
Subject: City of Long Branch DBE Program/ Title VI LEP Plan

City of Long Branch:

The FTA has not received information whether the City of Long Branch has conducted a consultative process in setting your DBE goal for FY'09. Has the City of Long Branch publish their goals for public comment? The notice must include addresses to which comments may be sent. The notice must be published in general circulation media and be available in minority-focused media and trade associations publications.

The FTA records also indicate that your LEP submission is still outstanding. Please look below for guidance on developing an LEP Plan.

If you have any questions, please do not hesitate to contact me so that we can move forward.

Sincerely,

John H. Prince, Jr.

Regional Civil Rights Officer

Federal Transit Administration

212 668-2179

LEP (Limited English Proficiency) Plan

“The Grantee needs to determine what steps are necessary to provide “meaningful access” on the basis of four factors: (1) the number and proportion of LEP persons served or encountered in the eligible service population; (2) the frequency with which LEP individuals come into contact with the program, activity or service; (3) the nature and importance of the program, activity or service provided by the program; and (4) the resources available to the recipient and costs.

The DOT LEP Guidance advises Grantees develop an implementation plan to address the identified needs of the population it serves. Such a plan should have five components: (1) identifying LEP individuals who need language assistance; (2) developing language assistance measures; (3) training staff; (4) providing notice to LEP persons; and (5) monitoring an updating the plan”.

From: [Ellison, Faye \(FTA\)](#)
To: [Georgiana Barone](#); rbeckleman@greenbaumlaw.com
Subject: RE: City of Long Branch Grants NJ-04-0026 and NJ-04-0034
Date: Friday, February 21, 2014 2:12:00 PM

Thank you.

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]
Sent: Friday, February 21, 2014 1:40 PM
To: Ellison, Faye (FTA); rbeckleman@greenbaumlaw.com
Subject: City of Long Branch Grants NJ-04-0026 and NJ-04-0034
Importance: High

Please find attached a letter that was faxed and sent via Federal Express to Marilyn G. Shazor at FTA concerning the above referenced grants.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Friday, February 21, 2014 1:36 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 02.21.2014 13:36:10 (-0500)
Queries to: ricoh@ci.long-branch.nj.us

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Michael Martin](#); [Kevin Hayes](#)
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Thursday, March 08, 2018 8:49:46 AM
Attachments: [Outlook-1470242692.jpg](#)
[Outlook-1470242692.jpg](#)

Rosie,

I've read through your message. Realize that the MPR/FFR that you are looking at is for the quarter ending 12/31/17. We have not filed our MPR/FFR for the first quarter, yet.

The status of the message would be recorded in this upcoming MPR/FFR where we have completed drawdowns and as of today, the design project is in a suspended state of operation with the likely outcome being an official request to terminate the grant.

If need be, we can certainly schedule a teleconference to clarify any outstanding matters.

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Wednesday, March 7, 2018 4:23:43 PM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA)
Subject: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hi Robert,

Upon reviewing the MPR/FFR, the City has not entered the information mentioned in this email, especially the highlighted information below. Please remove what's entered for 1/31/2018 and enter the status of the project in the last 3 months. You can use some of the verbiage below. As for the FFR, no drawdowns have been done, but you still need to add a comment on the status of the project for the last 3 months.

I will return the reports back to you shortly. Any questions, send Madeleine and me an email. Thank you.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Wednesday, January 31, 2018 10:21 AM

To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA)

<darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>

Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>;

Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>

Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

***** - Please note new office number***

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Michael Martin](#); [Kevin Hayes](#)
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Thursday, March 08, 2018 10:16:57 AM
Attachments: [image001.jpg](#)
[Outlook-1470242692.jpg](#)

Rosie,

The MPR/FFR report that was submitted in late January was for the previous quarter. We have approximately 30 days after the quarter end to prepare and submit the MPR/FFR. We anticipate submitting the first quarter of 2018 at some point after it completes on March 31st of this year and by the 30 day deadline around approximately April 29th of this year.

This pending report will include everything that we have advised the FTA of informally with, I hope, further definition for resolution.

Again, if need be, we can speak further on the phone.

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, March 8, 2018 10:01:20 AM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA); Michael Martin; Kevin Hayes
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hello Robert,

Actually, the 1st quarter was submitted by you and Martin on January 31st, but you only repeated what was in the previous quarter. (See attached reports). The City may not have settled on the status of the project, but you still have to enter, in the reports, what has occurred in the last 3 months with the project in accordance to FTA guidelines. I have returned the reports to you. Please update and return.

Any further assistance, please email Madeleine and myself. Thank you.

Rosie

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, March 08, 2018 8:49 AM

To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>

Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018

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1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Sent: Wednesday, March 7, 2018 4:23:43 PM

To: Robert Goodman

Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA)

Subject: City of Long Branch MPR/FFR Review - 1st Quarter 2018

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Sent: Wednesday, January 31, 2018 10:21 AM

To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA)

<darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>

Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>;

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Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

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1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert Goodman](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Michael Martin](#); [Kevin Hayes](#)
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Thursday, March 08, 2018 10:44:05 AM
Attachments: [image001.jpg](#)

Robert,

Based on our current conversation, the City will resubmit the reports by Monday. Any questions or issues, let us know. Thank you.

Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, March 08, 2018 10:16 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>
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Robert Goodman

City of Long Branch
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732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
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Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
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Best regards,

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1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert Goodman](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Michael Martin](#); [Kevin Hayes](#)
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Thursday, March 08, 2018 10:01:23 AM
Attachments: [image001.jpg](#)
[FY 2018 Q1 Federal Financial Report for Application NJ-2017-002-00.doc](#)
[FY 2018 Q1 Milestone Progress Report for Application NJ-2017-002-00.doc](#)

Hello Robert,

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Sent: Thursday, March 08, 2018 8:49 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Rosie,

I've read through your message. Realize that the MPR/FFR that you are looking at is for the quarter ending 12/31/17. We have not filed our MPR/FFR for the first quarter, yet.

The status of the message would be recorded in this upcoming MPR/FFR where we have completed drawdowns and as of today, the design project is in a suspended state of operation with the likely outcome being an official request to terminate the grant.

If need be, we can certainly schedule a teleconference to clarify any outstanding matters.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Wednesday, March 7, 2018 4:23:43 PM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA)
Subject: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hi Robert,

Upon reviewing the MPR/FFR, the City has not entered the information mentioned in this email, especially the highlighted information below. Please remove what's entered for 1/31/2018 and enter the status of the project in the last 3 months. You can use some of the verbiage below. As for the FFR, no drawdowns have been done, but you still need to add a comment on the status of the project for the last 3 months.

I will return the reports back to you shortly. Any questions, send Madeleine and me an email. Thank you.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the

area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail

Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Quarter 1 (Oct - Dec), FY 2018 Federal Financial Report

Federal Award Identification Number (FAIN)	NJ-2017-002-00
Temporary Application Number	3127-2016-1
Award Name	Long Branch Pier and Ferry Terminal
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Long Branch, City Of (inc)

Grantee OST Type	DBA Name	DUNS	Recipient ID	EIN Number
		081981193	3127	216000806

Location Type	Address	City	State	Zip
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Part 2: Award Information

Title: Long Branch Pier and Ferry Terminal

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-2017-002-00	Active (Executed)	Grant	5/4/2016	5/16/2017	No

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320

Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Part 3: Federal Financial Report Information

Federal Financial Report Details

Report Type	Report Period	Final Report	Report Period Begin Date	Report Period End Date	Report Due Date	Submission Date
Quarterly	Quarter 1 (Oct - Dec), FY 2018	No	10/1/2017	12/31/2017	1/30/2018	1/30/2018

Status Log

Previous Status	New Status	Change Date	Change By
Submitted	FTA Review Complete / Returned to Recipient	3/7/2018	Rosaria Luperena ;
Work in Progress	Submitted	1/30/2018	Michael Martin ;
None	Work in Progress	1/1/2018	appian.administrator

Financial Status

Transactions	Previous	This Period	Cumulative
A. Federal Cash on Hand at Beginning of Period	\$0	\$0	\$0
B. Federal Cash Receipts	\$689,384	\$0	\$689,384

C. Federal Cash Disbursements	\$689,384	\$0	\$689,384
D. Federal Cash on Hand at End of Period	\$0	\$0	\$0
E. Total Federal Funds Authorized			\$1,772,320
F. Federal Share of Expenditures	\$689,384	\$0	\$689,384
G. Recipient Share of Expenditures	\$172,346	\$0	\$172,346
H. Total Expenditures(F + G)	\$861,730	\$0	\$861,730
I. Federal Share of Unliquidated Obligations			\$0
J. Recipient Share of Unliquidated Obligations			\$0
K. Total Unliquidated Obligations(I + J)			\$0
L. Total Federal Share (F + I)			\$689,384
M. Unobligated Balance of Federal Funds (E - L)			\$1,082,936
N. Total Recipient Share Required			\$354,464
O. Remaining Recipient Share to be provided N - (G + J)			\$182,118
P. Federal Program Income on Hand at Beginning of Period			\$0
Q. Total Federal Program income earned			\$0
R. Federal Program income expended in accordance with the deduction alternative			\$0
S. Federal Program income expended in accordance with the addition alternative			\$0
T. Federal Program income expended on allowable Transit Capital and Operating expenses			\$0
U. Federal Unexpended Program income (P + Q - R or S or T)			\$0

Indirect Expense

Type

Rate	0%
Base	\$0
Amount Charged	\$0
Federal Share	\$0
Period From	

Period To

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Quarter 1 (Oct - Dec), FY 2018 Milestone Progress Report

Federal Award Identification Number (FAIN)	NJ-2017-002-00
Temporary Application Number	3127-2016-1
Award Name	Long Branch Pier and Ferry Terminal
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Long Branch, City Of (inc)

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
3127	City	LONG BRANCH, CITY OF	081981193

Part 2: Award Information

Title: Long Branch Pier and Ferry Terminal

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-2017-002-00	Active (Executed)	Grant	5/4/2016	5/16/2017	No

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0

State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Part 3: Milestone Progress Report Information

Milestone Progress Report Details

Report Type	Report Period	Final Report?	Report Period Begin Date	Report Period End Date	Report Due Date	Submission Date
Quarterly	Quarter 1 (Oct - Dec), FY 2018	No	10/1/2017	12/31/2017	1/30/2018	1/30/2018

Status Log

Previous Status	New Status	Change Date	Change By
Submitted	FTA Review Complete / Returned to Recipient	3/7/2018	Rosaria Luperena ;
Work in Progress	Submitted	1/30/2018	Robert Goodman

Milestone Progress Overview Remarks

Remark By	Robert Goodman
Remark Type	Award Overview
Remark Date	1/30/2018
Remark	This Milestone/Progress Report for the 3rd Quarter of 2016 is submitted in compliance with Federal Transit Administration (FTA) Circular FTA C 5010.1D dated November 1, 2008; Rev. 1, August 27, 2012

(1) Open Active Line Items (ALI) within the active/executed grant.

There are no open Active Line Items within NJ-2017-002-01-00 for this reporting period.

(2) A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.

As noted in prior remarks milestones for FAIN NJ-04-0026-00 were completed for Phase I. The City of Long Branch has assembled a new execution team for completing subsequent phases. A contract agreement has been executed in July 2016 and detailed plans as well as revised milestones will be available within the next reporting period under NJ-04-0034-00.

The City intends to spend the remainder of the funds in NJ-04-0026-00 in Phase 2 under NJ-04-0034-00. As part of this process, the City of Long Branch has provisioned their CFO, Michael Martin, on to the ECHO-Web system to request disbursement of the remaining funds under NJ-04-0026-00. Our target is to make this request no later than August 5, 2016.

Upon confirmation of the remaining funds being disbursed, the City of Long Branch will initiate the close out for NJ-04-0026-00.

In preparation for continuance of grant administration for this project, the City of Long Branch has initiated a new grant application after Deobligated funds were reinstated and Obligated for project completion. The Application Identification is currently NJ-2017-002-01-00.

In pursuit of grant application compliance, the City of Long Branch has provided the following:

Certifications and Assurances:

These have been validated by the Business Administrator and Legal Counsel.

Civil Rights Compliance | Title VI Program:

The City of Long Branch has submitted a Civil Rights Assurance as well as Title VI program.

State of New Jersey DOT - State Transportation Improvement Plan (STIP) amendment:

The State of New Jersey DOT and the Northern Jersey Transportation Planning Authority (NJTPA) have agreed to recommend incorporation of the project into the STIP. The expected milestones for this process are as follows:

August 15, 2016 - NJTPA Project Prioritization Committee will endorse an amendment of the STIP for project incorporation.

September 19, 2016 - Board of Trustees approval.

October 11, 2016 - Formal notification of funding by NJTPA.

Finally, as matter of grant administration, please note that City of Long Branch Business Administrator, Howard Woolley has delegated all grant administration responsibilities to Robert Goodman, Assistant Director of Economic Development for the City of Long Branch. Please refer all inquiries to Mr. Goodman at 732-923-2041 or rgoodman@longbranch.org.

(3) Detailed discussion of all budget or schedule changes.

There are no scheduled budget changes for NJ-2017-002-01-00 at this time.

There are no planned schedule changes for NJ-2017-002-01-00, but do anticipate potential changes in project direction in the next quarter.

(4) The dates of expected or actual requests for bid, delivery, etc.

We expected final delivery of the final design for cost estimating purposes as well as consideration of feasibility during the reporting period for NJ-2017-002-01-00.

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(5) Actual completion dates for completed milestones.

Although a key milestone was anticipated in mid-November for the preliminary final physical and program design for the Pier/Ferry terminal, the design contractor needed additional time to brief the cost estimator on construction and fabrication techniques that would have impacted development expense for project NJ-2017-002-01-00.

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(6) Revised estimated completion dates when original estimated completion dates are not met.

A decision has been made by the Mayor and Redevelopment Agency with concurrence from the City of Long Branch executive and consultant team to abide by a recommendation to cease the design work associated with

this project. The cost estimating exercise has determined that the design would not be such that it would attract developers or investors as a profitable venture. As result, there are no revised estimated completion dates from original completion dates during the reporting period for NJ-2017-002-01-00.

(7) Explanation of why scheduled milestones or completion dates were not met. Identification of problem areas and narrative on how the problems will be solved. Discussion of the expected impacts and the efforts to recover from the delays.

As noted in item #5, there were delays in delivering the final physical and program design for the Pier/Ferry terminal during the reporting period for NJ-2017-002-01-00. The initial estimate was that this work would not be finalized with cost estimates until early February of 2018. Through consultation and aggressive collaboration, the design consultant was able to work with the City of Long Branch's cost estimator to provide a qualified cost estimate on December 22, 2017.

Although this does not allow us the opportunity to mitigate the delays for the entire project schedule, it has given the City of Long Branch visibility into the project's feasibility. As a result, a decision has been made by the City of Long Branch to cease the design work and work with the FTA to close out the project.

(8) Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as hours worked, sections completed, or units delivered.

There are no significant project cost variances during the reporting period for NJ-2017-002-01-00.

(9) A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.

There are no outstanding claims exceeding \$100,000 nor any settled during the reporting period for NJ-2017-002-01-00.

(10) A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.

We believe that there may be additional billing from the design consultant

that could exceed \$100,000. We do not have full visibility into that amount until final invoicing has occurred for NJ-2017-002-01-00. We will advise the FTA of final billing as it becomes available.

(11) A list of claims or litigation involving third party contracts and potential third party contracts that:

- (a) Have a value exceeding \$100,000,
- (b) Involve a controversial matter, irrespective of amount, or
- (c) Involve a highly publicized matter, irrespective of amount.

There are no claims or litigation involving third party contracts and potential third party contracts exceeding \$100,000; involve a controversial matter, irrespective of amount; or involve a highly publicized matter, irrespective of amount during the reporting period for NJ-2017-002-01-00.

(12) A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.

There have been no real property acquisition action actions during the reporting period for NJ-2017-002-01-00.

Remark By Robert Goodman

Remark Type Award Overview

Remark Date 10/27/2017

This Milestone/Progress Report for the 3rd Quarter of 2017 is submitted in compliance with Federal Transit Administration (FTA) Circular FTA C 5010.1D dated November 1, 2008; Rev. 1, August 27, 2012

(1) Open Active Line Items (ALI) within the active/executed grant.

Remark There are no open Active Line Items within NJ-2017-002-00 for this reporting period.

(2) A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.

(3) Detailed discussion of all budget or schedule changes.

There are no scheduled budget changes for NJ-2017-002-00 at this time.

There has been a revision in schedule changes for NJ-2017-002-00 for expected final design delivery for Phase II. Phase II Final Design has been pushed out approximately 60 days to accommodate the introduction of a Special Technical Study to consider a design that would greatly reduce the overall expense compared to the initial cost estimate. It is believed that this study may produce a design that may reduce overall construction expense by 50% to 70%.

(4) The dates of expected or actual requests for bid, delivery, etc.

There were no dates of expected or actual requests for bid, delivery, etc. during the reporting period for NJ-2017-002-00.

(5) Actual completion dates for completed milestones.

No milestones were completed during the reporting period for NJ-2017-002-00.

(6) Revised estimated completion dates when original estimated completion dates are not met.

There are a number of revised estimated completion dates from original completion dates identified during the reporting period for NJ-2017-002-00. These are noted in the revised dates in the Milestone Report below.

(7) Explanation of why scheduled milestones or completion dates were not met. Identification of problem areas and narrative on how the problems will be solved. Discussion of the expected impacts and the efforts to recover from the delays.

There was no activity during the reporting period for NJ-2017-002-00. As noted in Section 3, Phase II Final Design has been pushed out approximately 60 days to accommodate the introduction of a Special Technical Study to consider a design that would greatly reduce the overall expense compared to the initial cost estimate. It is believed that this study may produce a design that may reduce overall construction expense by 50% to 70%.

(8) Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as

hours worked, sections completed, or units delivered.

There are no significant project cost variances during the reporting period for NJ-2017-002-00.

(9) A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.

There are no outstanding claims exceeding \$100,000 nor any settled during the reporting period for NJ-2017-002-00.

(10) A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.

There are no potential and executed change orders exceeding \$100,000, pending or any settled during the reporting period for NJ-2017-002-00.

(11) A list of claims or litigation involving third party contracts and potential third party contracts that:

- (a) Have a value exceeding \$100,000,
- (b) Involve a controversial matter, irrespective of amount, or
- (c) Involve a highly publicized matter, irrespective of amount.

There are no claims or litigation involving third party contracts and potential third party contracts exceeding \$100,000; involve a controversial matter, irrespective of amount; or involve a highly publicized matter, irrespective of amount during the reporting period for NJ-2017-002-00.

(12) A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.

There have been no real property acquisition action actions during the reporting period for NJ-2017-002-00.

Remark By Robert Goodman

Remark
Type Award Overview

Remark
Date 7/12/2017

(1) Current status of each open ALI within the active/executed grant.

The City of Long Branch Eng/Design Ferry Terminal Project design project is well underway. In the current project Task timeline, two major deliverables were provided by the design consortium, to wit;

Task 2.1 - Preliminary Program Design

Task 2.2 - Preliminary Physical Design Concept

Task 2.2 Addendum (answering review questions of the first two deliverables in this task).

(2) A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.

The primary Task deliverables were provided on time and schedule. An initial cost estimation was provided by a qualified professional services company based on the preliminary physical concept design. This estimate came in as a first order of magnitude calculation of \$202m. This estimate includes significant variance for contingency and we expect the final estimate to be much less. The design team is studying alternatives that could significantly reduce the over all expense for construction and operation.

Remark

There were no significant problems encountered during this reporting period.

(3) Detailed discussion of all budget or schedule changes.

There are no budget changes at this time. There is the potential for schedule changes to occur within the next quarter; pending scheduled delivery of Task 3 deliverables.

(4) The dates of expected or actual requests for bid, delivery, etc.

We expect the next series of deliverables to be provided NLT October 25, 2017 for Task 3. This will include

Task 3.1: Program Concepts

a) Propose a viable and synergistic program scenario to be accommodated on the pier in the desired configuration based on input from the City and key stakeholders.

b) Conduct a refined study impact of seasonality on performance of various commercial activities in the program.

c) Obtain input on the program concept from qualified private interests who may consider participation in the development.

d) The Team will work iteratively to refine location and physical qualities of public and private components of the program concept.

and;

Task 3.2: Physical Concept Design

- a) The overall demand for commercial and service spaces, and user amenities in the vicinity of the pier.
- b) Visualize and illustrate tradeoffs for upland vs. pier of various functions, including identification of physical constraints, parameters, and cost centers.
- c) The relationship between the various functions and with outside spaces, with a view to maximize multi-use.
- d) Impact of proposed spaces on ferry ridership, and review additional revenue streams and user-marine interface alternatives.
- e) Access and combined service space, both for convenience of users and for operational or safety purposes.
- h) Iteratively develop the optimal location of the various elements of the program, having regard to their location in relation to one another and to other elements, notably the ferry terminal.
- i) Develop a Physical Concept Design for a build-out that addresses the layout and arrangement of spaces to be accommodated on the pier,
- j) Inclusive of commercial and public program, on, under and around, the pier. Incorporate into the Concept Design accommodation for seasonal impacts, in particular, the ability to provide viable spaces for winter business.
- k) Incorporate into the planning optimized access for various users. This includes incorporating the need for circulation, vehicles or other means of access for deliveries, operations and emergencies.
- l) Develop a location concept for assessing the accommodation of program mix, and visualization of physical place design.
- m) Coordination of impact of the pier program on the overall pier structure.

(5) Actual completion dates for completed milestones.

The project is on track for final design completion by 11/13/17.

(6) Revised estimated completion dates when original estimated completion dates are not met.

There are no revised estimates for dates of completion for original completion dates for milestones.

(7) Explanation of why scheduled milestones or completion dates were not met. Identification of problem areas and narrative on how the problems will be solved. Discussion of the expected impacts and the efforts to recover

from the delays.

Not applicable (see #6).

(8) Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as hours worked, sections completed, or units delivered.

There are no significant project cost variances to report at this time.

(9) A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.

There are no outstanding claims related to this project.

(10) A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.

Not applicable (see #9).

(11) A list of claims or litigation involving third party contracts and potential third party contracts that:

- (a) Have a value exceeding \$100,000,
- (b) Involve a controversial matter, irrespective of amount, or
- (c) Involve a highly publicized matter, irrespective of amount.

There are no third-party claims in dispute at this time.

(12) A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.

There have been no actions of acquisition, just compensation, administrative settlements or condemnations during this reporting period.

Milestone Progress FTA Review Remarks

Remark By Rosaria Luperena

Remark Type FTA Remarks

Remark Date	3/7/2018
Remark	Upon reviewing the current report, please include current status of project and return.

Milestone Details

Budget Activity Line Item: 12.31.05 - ENG/DESIGN - FERRY TERMINAL

Line Item Description: The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal.

Line Item #	Scope Name / Code	Custom Item Name	Activity	Quantity
12.31.05	RAIL - STATION/STOPS/TERMINALS (123-00)	ENG/DESIGN - FERRY TERMINAL	ENGINEERING & DESIGN	1

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Milestone Name: Initial Contract Award

Milestone Description: Initial Contract Award

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
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3	11/15/2008	11/15/2008
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Milestone Name: Project end date

Milestone Description: Project end date

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	3/30/2018	6/1/2018		

Milestone Name: Commence Phase I Design

Milestone Description: Commence Phase I Design

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	2/3/2009		2/3/2009	

Milestone Name: Draft Phase I Design

Milestone Description: Draft Phase I Design

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	3/10/2010		3/10/2010	

Milestone Name: RFEI Issuances, Submissions and Review

Milestone Description: RFEI Issuances, Submissions and Review

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	2/23/2018	4/20/2018		

Milestone Name: Grant Closeout

Milestone Description: Grant Closeout

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	4/27/2018	6/29/2018		

Milestone Name: Economic Feasibility Report

Milestone Description: Economic Feasibility Report

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	11/15/2011		11/15/2011	

Milestone Name: Contract Award for New Design Team

Milestone Description: Contract Award for New Design Team

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	3/15/2016		3/15/2016	

Milestone Name: Commence Phase I Review

Milestone Description: Commence Phase I Review

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	9/6/2016		9/6/2016	

Milestone Name: Phase II Final Design

Milestone Description: Phase II Final Design

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	11/13/2017	1/12/2018		

Milestone Name: Final Report to FTA

Milestone Description: Final Report to FTA

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	4/2/2018	6/15/2018		

From: Robert Goodman
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Duchatellier, Madeleine \(FTA\)](#); [Davis, Darreyl \(FTA\)](#); [Michael Martin](#); [Kevin Hayes](#)
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018
Date: Monday, March 12, 2018 2:46:22 PM
Attachments: [image001.jpg](#)
[Outlook-1470242692.jpg](#)
[20180312 - FY 2018 Q1 Federal Financial Report for Application NJ-2017-002-00.doc](#)
[20180312 - FY 2018 Q1 Milestone Progress Report for Application NJ-2017-002-00.doc](#)

<!--[if lte mso 15 || CheckWebRef]-->

Robert Goodman has shared OneDrive for Business files with you. To view them, click the links below.

 [20180312 - FY 2018 Q1 Federal Financial Report for Application NJ-2017-002-00.doc](#)

 [20180312 - FY 2018 Q1 Milestone Progress Report for Application NJ-2017-002-00.doc](#)

<!--[endif]--><!--[if lte mso 15 || CheckWebRef]--><!--[endif]-->

Rosie,

Find attached the MPR and FFR that we would be filing for Q2' 2018 FY FTA status reports. These are what we would be filing at the end of the quarter (and will do so in TrAMS) at the end of the month.

As discussed, the design work has ceased and is in a state of suspension until further notice.

If need be, please feel free to reach out to me at your earliest convenience if you wish to discuss further.

Best regards,

**** - Please note new office number**



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, March 8, 2018 10:44:02 AM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA); Michael Martin; Kevin Hayes
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Robert,

Based on our current conversation, the City will resubmit the reports by Monday. Any questions or issues, let us know. Thank you.

Rosie.

From: Robert Goodman [mailto:rgoodman@longbranch.org]
Sent: Thursday, March 08, 2018 10:16 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>
Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Rosie,

The MPR/FFR report that was submitted in late January was for the previous quarter. We have approximately 30 days after the quarter end to prepare and submit the MPR/FFR. We anticipate submitting the first quarter of 2018 at some point after it completes on March 31st of this year and by the 30 day deadline around approximately April 29th of this year.

This pending report will include everything that we have advised the FTA of informally with, I hope, further definition for resolution.

Again, if need be, we can speak further on the phone.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman
City of Long Branch
Assistant Director, Office of Community and Economic Development
732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Thursday, March 8, 2018 10:01:20 AM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA); Michael Martin; Kevin Hayes
Subject: RE: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hello Robert,

Actually, the 1st quarter was submitted by you and Martin on January 31st, but you only repeated what was in the previous quarter. (See attached reports). The City may not have settled on the status of the project, but you still have to enter, in the reports, what has occurred in the last 3 months with the project in accordance to FTA guidelines. I have returned the reports to you. Please update and return.

Any further assistance, please email Madeleine and myself. Thank you.

Rosie

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]

Sent: Thursday, March 08, 2018 8:49 AM

To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>

Cc: Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Michael Martin <mmartin@longbranch.org>; Kevin Hayes <khayes@longbranch.org>

Subject: Re: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Rosie,

I've read through your message. Realize that the MPR/FFR that you are looking at is for the quarter ending 12/31/17. We have not filed our MPR/FFR for the first quarter, yet.

The status of the message would be recorded in this upcoming MPR/FFR where we have completed drawdowns and as of today, the design project is in a suspended state of operation with the likely outcome being an official request to terminate the grant.

If need be, we can certainly schedule a teleconference to clarify any outstanding matters.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

From: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>
Sent: Wednesday, March 7, 2018 4:23:43 PM
To: Robert Goodman
Cc: Duchatellier, Madeleine (FTA); Davis, Darreyl (FTA)
Subject: City of Long Branch MPR/FFR Review - 1st Quarter 2018

Hi Robert,

Upon reviewing the MPR/FFR, the City has not entered the information mentioned in this email, especially the highlighted information below. Please remove what's entered for 1/31/2018 and enter the status of the project in the last 3 months. You can use some of the verbiage below. As for the FFR, no drawdowns have been done, but you still need to add a comment on the status of the project for the last 3 months.

I will return the reports back to you shortly. Any questions, send Madeleine and me an email. Thank you.

Rosie.

From: Robert Goodman [<mailto:rgoodman@longbranch.org>]
Sent: Wednesday, January 31, 2018 10:21 AM
To: Luperena, Rosaria (FTA) <rosaria.luperena@dot.gov>; Davis, Darreyl (FTA) <darreyl.davis@dot.gov>; Duchatellier, Madeleine (FTA) <Madeleine.Duchatellier@dot.gov>
Cc: Kevin Hayes <khayes@longbranch.org>; Robert Beckelman <rbeckelman@greenbaumlaw.com>; Ralph Basile <rbasile@vantagepointredm.com>; Michael Martin <mmartin@longbranch.org>
Subject: Pier Project: City of Long Branch Pier/Ferry Terminal Design Project - Termination of Design Work

Rosie,

I have spoken, yesterday, with Darreyl Davis and Madeleine Duchatellier of your Regional team. I am sorry to hear that you've been laid low with the illness that has hit so many in the area this season. Please accept my wishes for your comfort and a speedy recovery.

As I shared with Darreyl and Madeleine, the City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and

insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to cease the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

I noted that as of today, and reflected in our FFR/MPR reports, the balance of the grant stands at \$750,469.97. From our own visibility into the the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked' sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

We will be notifying the design consultant to cease all work and that we will terminate the agreement as per our Termination for Convenience clause by the end of the week.

Please reach out to me at your earliest convenience so we can abide by your guidance on how best to proceed to closeout the project.

Best regards,

**** - Please note new office number**

1470242692463_E-Mail



Robert Goodman

City of Long Branch

Assistant Director, Office of Community and Economic Development

732-923-2041

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Quarter 2 (Jan - March), FY 2018 Federal Financial Report

Federal Award Identification Number (FAIN)	NJ-2017-002-00
Temporary Application Number	3127-2016-1
Award Name	Long Branch Pier and Ferry Terminal
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Long Branch, City Of (inc)

Grantee OST Type	DBA Name	DUNS	Recipient ID	EIN Number
		081981193	3127	216000806

Location Type	Address	City	State	Zip
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Part 2: Award Information

Title: Long Branch Pier and Ferry Terminal

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-2017-002-00	Active (Executed)	Grant	5/4/2016	5/16/2017	No

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320

Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Part 3: Federal Financial Report Information

Federal Financial Report Details

Report Type	Report Period	Final Report	Report Period Begin Date	Report Period End Date	Report Due Date	Submission Date
Quarterly	Quarter 2 (Jan - Mar), FY 2018	No	1/1/2018	3/31/2017	4/30/2018	3/12/2018

Status Log

Previous Status	New Status	Change Date	Change By
Submitted	FTA Review Complete / Returned to Recipient	3/7/2018	Rosaria Luperena ;
Work in Progress	Submitted	1/30/2018	Michael Martin ;
None	Work in Progress	1/1/2018	appian.administrator

Financial Status

Transactions	Previous	This Period	Cumulative
A. Federal Cash on Hand at Beginning of Period	\$0	\$0	\$0
B. Federal Cash Receipts	\$689,384	\$510,493	\$1,199,877
C. Federal Cash Disbursements	\$689,384	\$0	\$1,199,877

D. Federal Cash on Hand at End of Period	\$0	\$0	\$0
E. Total Federal Funds Authorized			\$1,772,320
F. Federal Share of Expenditures	\$689,384	\$510,493	\$1,199,877
G. Recipient Share of Expenditures	\$172,346	\$ 127,623	\$299,969
H. Total Expenditures(F + G)	\$861,730	\$638,116	\$1,499,846
I. Federal Share of Unliquidated Obligations			\$0
J. Recipient Share of Unliquidated Obligations			\$0
K. Total Unliquidated Obligations(I + J)			\$0
L. Total Federal Share (F + I)			\$1,199,877
M. Unobligated Balance of Federal Funds (E - L)			\$572,443
N. Total Recipient Share Required			\$354,464
O. Remaining Recipient Share to be provided N - (G + J)			\$299,969
P. Federal Program Income on Hand at Beginning of Period			\$0
Q. Total Federal Program income earned			\$0
R. Federal Program income expended in accordance with the deduction alternative			\$0
S. Federal Program income expended in accordance with the addition alternative			\$0
T. Federal Program income expended on allowable Transit Capital and Operating expenses			\$0
U. Federal Unexpended Program income (P + Q - R or S or T)			\$0

Indirect Expense

Type

Rate	0%
Base	\$0
Amount Charged	\$0
Federal Share	\$0
Period From	
Period To	

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Quarter 2 (Jan - Mar), FY 2018 Milestone Progress Report

Federal Award Identification Number (FAIN)	NJ-2017-002-00
Temporary Application Number	3127-2016-1
Award Name	Long Branch Pier and Ferry Terminal
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Long Branch, City Of (inc)

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
3127	City	LONG BRANCH, CITY OF	081981193

Part 2: Award Information

Title: Long Branch Pier and Ferry Terminal

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-2017-002-00	Active (Executed)	Grant	5/4/2016	5/16/2017	No

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0

State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Part 3: Milestone Progress Report Information

Milestone Progress Report Details

Report Type	Report Period	Final Report?	Report Period Begin Date	Report Period End Date	Report Due Date	Submission Date
Quarterly	Quarter 2 (Jan - Mar), No FY 2018		1/1/2018	3/31/2018	4/30/2018	3/12/2018

Status Log

Previous Status	New Status	Change Date	Change By
Submitted	FTA Review Complete / Returned to Recipient	3/7/2018	Rosaria Luperena ;
Work in Progress	Submitted	1/30/2018	Robert Goodman

Milestone Progress Overview Remarks

Remark By	Robert Goodman
Remark Type	Award Overview
Remark Date	1/30/2018
Remark	This Milestone/Progress Report for the 2nd Quarter of 2018 is submitted in compliance with Federal Transit Administration (FTA) Circular FTA C 5010.1E dated February 13, 2017.
	(1) Open Active Line Items (ALI) within the active/executed grant.

There are no open Active Line Items within NJ-2017-002-01-00 for this reporting period.

(2) A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.

As noted in prior remarks milestones for FAIN NJ-04-0026-00 were completed for Phase I. The City of Long Branch has assembled a new execution team for completing subsequent phases. A contract agreement has been executed in July 2016 and detailed plans as well as revised milestones will be available within the next reporting period under NJ-04-0034-00.

The City intends to spend the remainder of the funds in NJ-04-0026-00 in Phase 2 under NJ-04-0034-00. As part of this process, the City of Long Branch has provisioned their CFO, Michael Martin, on to the ECHO-Web system to request disbursement of the remaining funds under NJ-04-0026-00. Our target is to make this request no later than August 5, 2016.

Upon confirmation of the remaining funds being disbursed, the City of Long Branch will initiate the close out for NJ-04-0026-00.

In preparation for continuance of grant administration for this project, the City of Long Branch has initiated a new grant application after Deobligated funds were reinstated and Obligated for project completion. The Application Identification is currently NJ-2017-002-01-00.

In pursuit of grant application compliance, the City of Long Branch has provided the following:

Certifications and Assurances:

These have been validated by the Business Administrator and Legal Counsel.

Civil Rights Compliance | Title VI Program:

The City of Long Branch has submitted a Civil Rights Assurance as well as Title VI program.

State of New Jersey DOT - State Transportation Improvement Plan (STIP) amendment:

The State of New Jersey DOT and the Northern Jersey Transportation

Planning Authority (NJTPA) have agreed to recommend incorporation of the project into the STIP. The expected milestones for this process are as follows:

August 15, 2016 - NJTPA Project Prioritization Committee will endorse an amendment of the STIP for project incorporation.

September 19, 2016 - Board of Trustees approval.

October 11, 2016 - Formal notification of funding by NJTPA.

Finally, as matter of grant administration, please note that City of Long Branch Business Administrator, Kevin Hayes has delegated all grant administration responsibilities to Robert Goodman, Assistant Director of Economic Development for the City of Long Branch. Please refer all inquiries to Mr. Goodman at 732-923-2041 or rgoodman@longbranch.org.

(3) Detailed discussion of all budget or schedule changes.

There are no scheduled budget changes for NJ-2017-002-01-00 at this time.

The City of Long Branch has been engaged in the most recent phase and awarded application project to design a Pier/Ferry terminal that would meet our goals of providing the infrastructure to support a metropolitan ferry operation, augment Long Branch's reputation as a year-round destination for recreation, residential living and investment as well as attract developers to profitably build out the project.

Although the early designs promised to my meet those goals, we have come to a critical juncture in our design project where we have determined, after careful analysis by the City of Long Branch's independent cost estimator, that the project will be financially infeasible and insufficient to attract developers/investors to the proposed design.

We believe the responsible action to take at this point would be to suspend the design work associated with this grant and seek alternative proposals from developers/investors that may have more capital efficient methods and proposals to meet our goals.

As of 1/31/18, and reflected in our FFR/MPR reports, the balance of the grant stands at approximately \$750,469.97. From our own visibility into the project accounting, we believe there may be residual billing associated with final deliverables that may be around \$150,000. This would take the remainder of the grant funds down \$600,000 (estimated). Although we would certainly like to use those funds to work with future potential partners to defray soft costs associated with design, we fully understand the FTA's desire to close out funds that were previously from 'earmarked'

sources.

We appreciate the encouragement to apply for new grant funding for a Pier/Ferry terminal based on current programs supported by the FTA.

As of the date of this report, all design work has been suspended pending a future decision by the City of Long Branch administration.

(4) The dates of expected or actual requests for bid, delivery, etc.

We expected final delivery of the final design for cost estimating purposes as well as consideration of feasibility during the reporting period for NJ-2017-002-01-00.

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(5) Actual completion dates for completed milestones.

The design consultant, TDG, was able to provide a preliminary final physical and program design for the Pier/Ferry terminal towards a key milestone was originally anticipated in mid-November. The cause for delay was that the design contractor needed additional time to brief the cost estimator on construction and fabrication techniques that would have impacted development expense for project NJ-2017-002-01-00.

This preliminary deliverable of the physical and program design was evaluated for financial feasibility, but not formally delivered as the final milestone deliverable.

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(6) Revised estimated completion dates when original estimated completion dates are not met.

A decision has been made by the Mayor and Redevelopment Agency with concurrence from the City of Long Branch executive and consultant team to abide by a recommendation to suspend the design work associated with this project. The cost estimating exercise has determined that the design would not be such that it would attract developers or investors as a profitable venture. As result, there are no revised estimated completion dates from original completion dates during the reporting period for NJ-2017-002-01-00.

(7) Explanation of why scheduled milestones or completion dates were not met. Identification of problem areas and narrative on how the problems will be solved. Discussion of the expected impacts and the efforts to recover from the delays.

As noted in item #5, there were delays in delivering the final physical and program design for the Pier/Ferry terminal during the reporting period for NJ-2017-002-01-00. The initial estimate was that this work would not be finalized with cost estimates until early February of 2018. Through consultation and aggressive collaboration, the design consultant was able to work with the City of Long Branch's cost estimator to provide a qualified cost estimate on December 22, 2017.

Although this does not allow us the opportunity to mitigate the delays for the entire project schedule, it has given the City of Long Branch visibility into the project's feasibility. As a result, a decision has been made by the City of Long Branch to suspend the design work and work with the FTA to close out the project.

(8) Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as hours worked, sections completed, or units delivered.

There are no significant project cost variances during the reporting period for NJ-2017-002-01-00.

(9) A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.

There are no outstanding claims exceeding \$100,000 nor any settled during the reporting period for NJ-2017-002-01-00.

(10) A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.

We believe that there may be additional billing from the design consultant that could exceed \$100,000. We do not have full visibility into that amount until final invoicing has occurred for NJ-2017-002-01-00. We will advise the FTA of final billing as it becomes available.

(11) A list of claims or litigation involving third party contracts and potential third party contracts that:

- (a) Have a value exceeding \$100,000,
- (b) Involve a controversial matter, irrespective of amount, or
- (c) Involve a highly publicized matter, irrespective of amount.

There are no claims or litigation involving third party contracts and

potential third party contracts exceeding \$100,000; involve a controversial matter, irrespective of amount; or involve a highly publicized matter, irrespective of amount during the reporting period for NJ-2017-002-01-00.

(12) A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.

There have been no real property acquisition action actions during the reporting period for NJ-2017-002-01-00.

Remark By Robert Goodman

Remark
Type Award Overview

Remark
Date 10/27/2017

This Milestone/Progress Report for the 3rd Quarter of 2017 is submitted in compliance with Federal Transit Administration (FTA) Circular FTA C 5010.1D dated November 1, 2008; Rev. 1, August 27, 2012

(1) Open Active Line Items (ALI) within the active/executed grant.

There are no open Active Line Items within NJ-2017-002-00 for this reporting period.

(2) A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.

Remark

(3) Detailed discussion of all budget or schedule changes.

There are no scheduled budget changes for NJ-2017-002-00 at this time.

There has been a revision in schedule changes for NJ-2017-002-00 for expected final design delivery for Phase II. Phase II Final Design has been pushed out approximately 60 days to accommodate the introduction of a Special Technical Study to consider a design that would greatly reduce the overall expense compared to the initial cost estimate. It is believed that this study may produce a design that may reduce overall construction expense by 50% to 70%.

(4) The dates of expected or actual requests for bid, delivery, etc.

There were no dates of expected or actual requests for bid, delivery, etc. during the reporting period for NJ-2017-002-00.

(5) Actual completion dates for completed milestones.

No milestones were completed during the reporting period for NJ-2017-002-00.

(6) Revised estimated completion dates when original estimated completion dates are not met.

There are a number of revised estimated completion dates from original completion dates identified during the reporting period for NJ-2017-002-00. These are noted in the revised dates in the Milestone Report below.

(7) Explanation of why scheduled milestones or completion dates were not met. Identification of problem areas and narrative on how the problems will be solved. Discussion of the expected impacts and the efforts to recover from the delays.

There was no activity during the reporting period for NJ-2017-002-00. As noted in Section 3, Phase II Final Design has been pushed out approximately 60 days to accommodate the introduction of a Special Technical Study to consider a design that would greatly reduce the overall expense compared to the initial cost estimate. It is believed that this study may produce a design that may reduce overall construction expense by 50% to 70%.

(8) Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as hours worked, sections completed, or units delivered.

There are no significant project cost variances during the reporting period for NJ-2017-002-00.

(9) A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.

There are no outstanding claims exceeding \$100,000 nor any settled during the reporting period for NJ-2017-002-00.

(10) A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.

There are no potential and executed change orders exceeding \$100,000, pending or any settled during the reporting period for NJ-2017-002-00.

(11) A list of claims or litigation involving third party contracts and potential third party contracts that:

- (a) Have a value exceeding \$100,000,
- (b) Involve a controversial matter, irrespective of amount, or
- (c) Involve a highly publicized matter, irrespective of amount.

There are no claims or litigation involving third party contracts and potential third party contracts exceeding \$100,000; involve a controversial matter, irrespective of amount; or involve a highly publicized matter, irrespective of amount during the reporting period for NJ-2017-002-00.

(12) A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.

There have been no real property acquisition action actions during the reporting period for NJ-2017-002-00.

Remark By Robert Goodman

Remark Type Award Overview

Remark Date 7/12/2017

(1) Current status of each open ALI within the active/executed grant.

The City of Long Branch Eng/Design Ferry Terminal Project design project is well underway. In the current project Task timeline, two major deliverables were provided by the design consortium, to wit;

Remark

Task 2.1 - Preliminary Program Design
Task 2.2 - Preliminary Physical Design Concept
Task 2.2 Addendum (answering review questions of the first two deliverables in this task).

(2) A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.

The primary Task deliverables were provided on time and schedule. An initial cost estimation was provided by a qualified professional services company based on the preliminary physical concept design. This estimate came in as a first order of magnitude calculation of \$202m. This estimate includes significant variance for contingency and we expect the final estimate to be much less. The design team is studying alternatives that could significantly reduce the over all expense for construction and operation.

There were no significant problems encountered during this reporting period.

(3) Detailed discussion of all budget or schedule changes.

There are no budget changes at this time. There is the potential for schedule changes to occur within the next quarter; pending scheduled delivery of Task 3 deliverables.

(4) The dates of expected or actual requests for bid, delivery, etc.

We expect the next series of deliverables to be provided NLT October 25, 2017 for Task 3. This will include

Task 3.1: Program Concepts

- a) Propose a viable and synergistic program scenario to be accommodated on the pier in the desired configuration based on input from the City and key stakeholders.
- b) Conduct a refined study impact of seasonality on performance of various commercial activities in the program.
- c) Obtain input on the program concept from qualified private interests who may consider participation in the development.
- d) The Team will work iteratively to refine location and physical qualities of public and private components of the program concept.

and;

Task 3.2: Physical Concept Design

- a) The overall demand for commercial and service spaces, and user amenities in the vicinity of the pier.
- b) Visualize and illustrate tradeoffs for upland vs. pier of various functions, including identification of physical constraints, parameters, and cost centers.

- c) The relationship between the various functions and with outside spaces, with a view to maximize multi-use.
- d) Impact of proposed spaces on ferry ridership, and review additional revenue streams and user-marine interface alternatives.
- e) Access and combined service space, both for convenience of users and for operational or safety purposes.
- h) Iteratively develop the optimal location of the various elements of the program, having regard to their location in relation to one another and to other elements, notably the ferry terminal.
- i) Develop a Physical Concept Design for a build-out that addresses the layout and arrangement of spaces to be accommodated on the pier,
- j) Inclusive of commercial and public program, on, under and around, the pier. Incorporate into the Concept Design accommodation for seasonal impacts, in particular, the ability to provide viable spaces for winter business.
- k) Incorporate into the planning optimized access for various users. This includes incorporating the need for circulation, vehicles or other means of access for deliveries, operations and emergencies.
- l) Develop a location concept for assessing the accommodation of program mix, and visualization of physical place design.
- m) Coordination of impact of the pier program on the overall pier structure.

(5) Actual completion dates for completed milestones.

The project is on track for final design completion by 11/13/17.

(6) Revised estimated completion dates when original estimated completion dates are not met.

There are no revised estimates for dates of completion for original completion dates for milestones.

(7) Explanation of why scheduled milestones or completion dates were not met. Identification of problem areas and narrative on how the problems will be solved. Discussion of the expected impacts and the efforts to recover from the delays.

Not applicable (see #6).

(8) Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as hours worked, sections completed, or units delivered.

There are no significant project cost variances to report at this time.

(9) A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.

There are no outstanding claims related to this project.

(10) A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.

Not applicable (see #9).

(11) A list of claims or litigation involving third party contracts and potential third party contracts that:

- (a) Have a value exceeding \$100,000,
- (b) Involve a controversial matter, irrespective of amount, or
- (c) Involve a highly publicized matter, irrespective of amount.

There are no third-party claims in dispute at this time.

(12) A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.

There have been no actions of acquisition, just compensation, administrative settlements or condemnations during this reporting period.

Milestone Progress FTA Review Remarks

Remark By Rosaria Luperena

Remark Type FTA Remarks

Remark Date 3/7/2018

Remark Upon reviewing the current report, please include current status of project and return.

Milestone Details

Budget Activity Line Item: 12.31.05 - ENG/DESIGN - FERRY TERMINAL

Line Item Description: The City of Long Branch is rebuilding an oceanfront pier that

existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal.

Line Item #	Scope Name / Code	Custom Item Name	Activity	Quantity
12.31.05	RAIL - STATION/STOPS/TERMINALS (123-00)	ENG/DESIGN - FERRY TERMINAL	ENGINEERING & DESIGN	1

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Milestone Name: Initial Contract Award

Milestone Description: Initial Contract Award

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	11/15/2008		11/15/2008	

Milestone Name: Project end date

Milestone Description: Project end date

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	3/30/2018	6/1/2018		

Milestone Name: Commence Phase I Design

Milestone Description: Commence Phase I Design

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	2/3/2009		2/3/2009	

Milestone Name: Draft Phase I Design

Milestone Description: Draft Phase I Design

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	3/10/2010		3/10/2010	

Milestone Name: RFEI Issuances, Submissions and Review

Milestone Description: RFEI Issuances, Submissions and Review

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	2/23/2018	4/20/2018		

Milestone Name: Grant Closeout

Milestone Description: Grant Closeout

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	4/27/2018	6/29/2018		

Milestone Name: Economic Feasibility Report

Milestone Description: Economic Feasibility Report

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks

3	11/15/2011	11/15/2011
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Milestone Name: Contract Award for New Design Team

Milestone Description: Contract Award for New Design Team

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	3/15/2016		3/15/2016	

Milestone Name: Commence Phase I Review

Milestone Description: Commence Phase I Review

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	9/6/2016		9/6/2016	

Milestone Name: Phase II Final Design

Milestone Description: Phase II Final Design

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	11/13/2017	1/12/2018		

Milestone Name: Final Report to FTA

Milestone Description: Final Report to FTA

Revision#	Estimated Completion Date	Revised Completion Date	Actual Completion Date	Milestone Progress Remarks
3	4/2/2018	6/15/2018		

From: Howard Woolley
To: [Prince, John \(FTA\)](#)
Cc: [Branche, Ralph \(FTA\)](#)
Subject: RE: City of Long Branch, New Jersey
Date: Thursday, September 16, 2010 11:43:55 AM
Attachments: [City of Long Branch - 2011 DBE Program - Submitted.txt](#)
[DBE Notice](#)

Mr. Prince,

Thank you for your email. I have been trying to call you to verify that we are on the right track. I have contacted both Mr. Lewis of NJ Transit and Mr. Sprewell of NJDOT several times in order to get a UCP agreement and they are working to get one to me. Upon its receipt I will execute it and send a copy to you immediately. I would request an extension of time on this item as I do not yet have the agreement in hand.

I am forwarding to you the notice for our DBE goal setting program and have previously sent to you the signed Policy Statement for the City's DBE Program. I am also forwarding to you the current policy which has the FY 2011 goals which may be updated as a result of public input. The notice of the goal setting is going into the papers next week and will also appear on the City's website. I know last time we held a public hearing but cannot find where this is required. I would be glad to do so if you could give me the timing and format for same.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: John.Prince@dot.gov [mailto:John.Prince@dot.gov]
Sent: Tuesday, September 14, 2010 10:16 AM
To: hwoolley@ci.long-branch.nj.us
Cc: Ralph.Branche@dot.gov; John.Prince@dot.gov
Subject: City of Long Branch, New Jersey
Importance: High

Mr. Woolley:

In a letter dated to the City of Long Branch the FTA request documentation that the City of Long Branch has become a signatory to its states (1) Unified Certification Program (UCP) within their state no later than September 4, 2010; (2) submit copies of the signed UCP agreement to FTA; (3) develop an overall annual DBE goal for FY'11; (3) Conduct a consultative process in setting these goal as describe in the DBE regulation 49 CFR Part 26. 45; (4) Publish the goals and inform the public that comments on the goals will be accepted for 45 days from the date of notice; and (5) submit annual goals to FTA for review.

Under the FTA rules and regulations a Grantee can be declared deficient in its DBE program for not participating in a UCP; goal not submitted to FTA; goal not calculated properly and DBE Uniform reports not submitted semi-annually.

The City of Long Branch must make an immediate response to FTA basic requirement to comply with the policy of DOT that DBEs, as defined in 49 CFR Part 26, are ensured nondiscrimination in the award and administration of DOT-assisted contracts.

As of this late hour I am forced to inform my colleagues, that the City of Long Branch has not met its Civil Rights obligations under the DBE program, and I recommend that the City of Long Branch is ineligible to receive further federal financial assistance.

If you have any questions please do not hesitate to contact me at 212 668-2179.

Sincerely,

John H. Prince, Jr.
Regional Civil Rights Officer
FTA

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City of LONG BRANCH, NEW JERSEY

DBE PROGRAM

POLICY STATEMENT

Section 26.1, 26.23 Objectives/Policy Statement

The City of Long Branch has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26.

The City of Long Branch has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the City of Long Branch has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the City of Long Branch to ensure that DBEs are defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy:

1.
To ensure nondiscrimination in the award and administration of DOT - assisted contracts;
2.
To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3.
To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
4.
To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5.
To help remove barriers to the participation of DBEs in DOT assisted contracts;
6.
To assist the development of firms that can compete successfully in the market place

outside the DBE Program.

Mr. Howard Woolley, City Administrator has been delegated as the DBE Liaison Officer. In that capacity, Howard Woolley is responsible for implementing all aspects of the DBE program.

Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the City of Long Branch in its financial assistance agreements with the Department of Transportation.

City of Long Branch has disseminated this policy statement to the City Council and all of the components of our organization. We have distributed this statement to DBE and non-DBE business communities that perform work for us on DOT-assisted contracts.

[Adam Schneider - Mayor of Long Branch]

Date

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SUBPART A - GENERAL REQUIREMENTS

Section 26.1 Objectives

The objectives are found in the policy statement on the first page of this program.

Section 26.3 Applicability

The City of Long Branch is the recipient of federal transit funds authorized by Titles I, III, V, and VI of ISTEA, Pub. L. 102-240 or by Federal transit laws in Title 49, U.S. Code, or Titles I, II, and V of the TEA-21, Pub. L. 105-178.

Section 26.5 Definitions

The City of Long Branch will adopt the definitions contained in Section 26.5 for this program.

Section 26.7 Non-discrimination Requirements

The City of Long Branch will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR part 26 on the basis of race, color, sex, or national origin.

In administering its DBE program, the City of Long Branch will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

Section 26.11 Record Keeping Requirements

Reporting to DOT: 26.11(b)

City of Long Branch will report DBE participation on a semi-annually basis, using DOT Form 4630. These reports will reflect payments actually made to DBEs on DOT-assisted contracts.

Bidders List: 26.11(c)

The City of Long Branch will create a bidders list, consisting of information about

all DBE and non-DBE firms that bid or quote on DOT-assisted contracts. The purpose of this requirement is to allow use of the bidders list approach to calculating overall goals. The bidder list will include the name, address, DBE non-DBE status, age, and annual gross receipts of firms.

We will collect this information by including a contract clause requiring prime bidders to report the names/addresses, and possibly other information, of all firms who quote to them on subcontracts.

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Section 26.13 Federal Financial Assistance Agreement

City of Long Branch has signed the following assurances, applicable to all DOT-assisted contracts and their administration:

Assurance: 26.13(a)

City of Long Branch shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT assisted contract or in the administration of its DBE Program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT assisted contracts. The recipient's DBE Program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement.

Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the City of Long Branch of its failure to carry out its approved program, the Department may impose sanction as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

This language will appear in financial assistance agreements with sub-recipients.

Contract Assurance: 26.13b

We will ensure that the following clause is placed in every DOT-assisted contract and subcontract:

The contractor, sub-recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

SUBPART B - ADMINISTRATIVE REQUIREMENTS

Section 26.21 DBE Program Updates

Since the City of Long Branch has received a grant of \$250,000 or more in FTA planning capital, and or operating assistance in a federal fiscal year we will continue to carry out this program until all funds from DOT financial assistance have been expended. We will provide to DOT updates representing significant changes in the program.

Section 26.23 Policy Statement

The Policy Statement is elaborated on the first page of this program.

Section 26.25 DBE Liaison Officer (DBELO)

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We have designated the following individual as our DBE Liaison Officer:

Mr. Howard Woolley
City Administrator
City of Long Branch
Municipal Building
344 Broadway
Long Branch, NJ 07740

(732) 571-5645
hwoolley@ci.long-branch.nj.us

In that capacity, the DBELO is responsible for implementing all aspects of the DBE program and ensuring that the City of Long Branch complies with all provision of 49 CFR Part 26. The DBELO has direct, independent access to the Mayor of Long Branch concerning DBE program matters. An organization chart displaying the DBELO's position in the organization is found in Attachment 1 to this program.

The DBELO is responsible for developing, implementing and monitoring the DBE program, in coordination with other appropriate officials. The DBELO will be assisted in the administration of the program by the following individuals:

Mike Hrbeck - City of Long Branch Purchasing Officer

Robert Beckelman - Redevelopment Attorney, City of Long Branch

The duties and responsibilities include the following:

1.

Gathers and reports statistical data and other information as required by DOT.

2.

Reviews third party contracts and purchase requisitions for compliance with this program.

3.

Works with all departments to set overall annual goals.

4.

Ensures that bid notices and requests for proposals are available to DBEs in a timely manner.

5.

Identifies contracts and procurements so that DBE goals are included in solicitations

(both race-neutral methods and contract specific goals attainment and identifies ways to improve progress.

6.

Analyzes City of Long Branch's progress toward attainment and identifies ways to improve progress.

7.

Participates in pre-bid meetings.

8.

Advises the CEO\governing body on DBE matters and achievement.

9.

Chairs the DBE Advisory Committee.

10. Participates in pre-bid meetings.

11. Provides DBEs with information and assistance in preparing bids, obtaining bonding

and insurance.

12. Plans and participates in DBE training seminars.

13. Certifies DBEs according to the criteria set by DOT and acts as liaison to the Uniform Certification Process in [name of State].

14. Provides outreach to DBEs and community organizations to advise them of opportunities.

15. Maintains the City of Long Branch's updated directory on certified DBEs.

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Section 26.27 DBE Financial Institutions

It is the policy of the City of Long Branch to investigate the full extent of services offered by

financial institutions owned and controlled by socially and economically disadvantaged

individuals in the community, to make reasonable efforts to use these institutions, and to

encourage prime contractors on DOT-assisted contract to make use of these institutions. We

have made the following efforts to identify and use such institutions: .

1.

Reviewed the "New Jersey BizNet UCP Directory" to identify DBE Financial Institutions

with the capability to assist the City of Long Branch with this project.

Information on the availability of such institutions can be obtained from the DBE Liaison Officer.

Section 26.29 Prompt Payment Mechanisms

The City of Long Branch will include the following clause in each DOT-assisted prime contract:

1. Prime Contractor is required to pay all subconsultants and subcontractors for all work that the subconsultant or subcontractor has satisfactorily completed, no later than thirty (30) business days after Prime Contractor has received payment from CITY.
2. A delay in or postponement of payment to a subconsultant or subcontractor requires good cause and prior written approval of CITY.
3. Prime Contractor is required to include, in each subcontract, a clause requiring the use of appropriate arbitration mechanisms to resolve all payment disputes.
4. CITY will not pay Prime Contractor for work performed unless and until Prime Contractor ensures that the subconsultants and subcontractors have been promptly paid for the work they have performed under all previous payment requests, as evidenced by the filing with CITY of lien waivers, canceled checks (if requested), unless CITY has been notified of a legitimate payment dispute with regard to payment of Prime Contractor's subconsultants or subcontractors and Prime Contractor's sworn statement that it has complied with the prompt payment requirements. Prime Contractor must submit a Prompt Payment Affidavit, in the form attached hereto, which identifies each subconsultant or subcontractor (both DBE and non-DBE) and the date and amount of the last payment to such subconsultant or subcontractor, with every payment request filed with CITY, except for the first payment request, on every contract with CITY.
5. Failure to comply with these prompt payment requirements is a breach of this Contract, which may lead to any remedies permitted under law, including, but not limited to, Prime Contractor's debarment. In addition, Prime Contractor's failure to promptly pay its subconsultants or subcontractors may be subject to applicable provisions under the Federal Grant Requirements.

Section 26.31 Directory

The City of Long Branch will participate in the New Jersey UCP program which identifies which firms are certified DBEs and lists name, address, telephone number, date of certification, and the type of work the DBE has been certified to perform.

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Section 26.33 Overconcentration

City of Long Branch has not identified that overconcentration exists in the types of work that DBEs perform.

Section 26.35 Business Development Programs

City of Long Branch has not established a business development program.

Section 26.37 Monitoring and Enforcement Mechanisms

The City of Long Branch will take the following monitoring and enforcement mechanisms to ensure compliance with 49 CFR Part 26.

1.

We will bring to the attention of the Department of Transportation any false, fraudulent, or dishonest conduct in connection with the program, so that DOT can take the steps (e.g., referral to the Department of Justice for criminal prosecution, referral to the DOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules) provided in 26.109.

2.

We will consider similar action under our own legal authorities, including responsibility determinations in future contracts. Attachment 3 lists the regulation, provisions, and contract remedies available to us in the events of non-compliance with the DBE regulation by a participant in our procurement activities.

3.

We will also provide a monitoring and enforcement mechanism to verify that work committed to DBEs at contract award is actually performed by the DBEs. This will be accomplished by requiring the prime contractor to provide documentation of all payments actually made to DBEs.

SUBPART C - GOALS, GOOD FAITH EFFORTS, AND COUNTING

Section 26.43 Set-asides or Quotas

The City of Long Branch does not use quotas in any way in the administration of this DBE program.

Section 26.45 Overall Goals

A description of the methodology to calculate the overall goal and the goal calculations can be found in Attachment 4 to this program. This section of the program will be updated annually.

In accordance with Section 26.45(f) the City of Long Branch will submit its overall goal to DOT on August 1 of each year. Before establishing the overall goal each year, City of Long Branch will consult with NJ Transit, the effects of discrimination on opportunities for DBEs, and the City of Long Branch's efforts to establish a level playing field for the participation of DBEs.

Following this consultation, we will publish a notice of the proposed overall goals, informing the public that the proposed goal and its rationale are available for inspection during normal business hours at your principal office for 30 days following the date of the notice, and

informing the public
that you and DOT will accept comments on the goals for 45 days from the date of the notice.
Notice will be posted on the City's website (<http://www.visitlongbranch.com/>) and will be published

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in the Asbury Park Press. Normally, we will issue this notice by June 1 of each year. The notice must include addresses to which comments may be sent and addresses (including offices and websites) where the proposal may be reviewed.

Our overall goal submission to DOT will include a summary of information and comments received during this public participation process and our responses.

We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT. If we establish a goal on a project basis, we will begin using our goal by the time of the first solicitation for a DOT-assisted contract for the project.

Section 26.49 Transit Vehicle Manufacturers Goals

City of Long Branch will require each transit vehicle manufacturer (TVM), as a condition of being authorized to bid or propose on FTA-assisted transit vehicle procurements, to certify that it has complied with the requirements of this section. Alternatively, City of Long Branch may, at its discretion and with FTA approval, establish project-specific goals for DBE participation in the procurement of transit vehicles in lieu of the TVM complying with this element of the program.

Section 26.51(a-c) Breakout of Estimated Race-Neutral & Race-Conscious Participation

The City will use a race-neutral participation methodology. This section of the program may be updated annually when the goal calculation is updated.

Section 26.51(d-g) Contract Goals -

The City of Long Branch will use contract goals to meet any portion of the overall goal City of Long Branch does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

We will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work.)

We will express our contract goals as a percentage of [total amount of a DOT-assisted contract]
or [the Federal share of a DOT-assisted contract].

Section 26.53 Good Faith Efforts Procedures

Demonstration of good faith efforts (26.53(a) & (c))

The obligation of the bidder/offeror is to make good faith efforts. The bidder/offeror can demonstrate that it has done so either by meeting the contract goal or documenting good faith efforts. Examples of good faith efforts are found in Appendix A to Part 26.

The following personnel are responsible for determining whether a bidder/offeror who has not met the contract goal has documented sufficient good faith efforts to be regarded as responsive.

DBE Liaison Officer - Howard Woolley

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We will ensure that all information is complete and accurate and adequately documents the bidder/offer's good faith efforts before we commit to the performance of the contract by the bidder/offeror.

Information to be submitted (26.53(b))

City of Long Branch treats bidder/offers' compliance with good faith efforts' requirements as a matter of responsiveness.

Each solicitation for which a contract goal has been established will require the bidders/offerors to submit the following information:

1.
The names and addresses of DBE firms that will participate in the contract;
2.
A description of the work that each DBE will perform;
3.
The dollar amount of the participation of each DBE firm participating;
- 4.

Written and signed documentation of commitment to use a DBE subcontractor whose participation it submits to meet a contract goal;

5.

Written and signed confirmation from the DBE that it is participating in the contract as

provided in the prime contractors commitment and

6.

If the contract goal is not met, evidence of good faith efforts.

Administrative reconsideration (26.53(d))

Within ten (10) days of being informed by City of Long Branch that it is not responsive because it has not documented sufficient good faith efforts, a bidder/offeror may request administrative reconsideration. Bidder/offerors should make this request in writing to the following reconsideration official:

James Aaron - City Attorney
Ansell Zaro Grimm & Aaron
1500 Lawrence Avenue, CN-7807
Ocean, NJ 07712

(732) 643-5201 (Direct)

The reconsideration official will not have played any role in the original determination that the bidder/offeror did not document sufficient good faith efforts.

As part of this reconsideration, the bidder/offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The bidder/offeror will have the opportunity to meet in person with our reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do. We will send the bidder/offeror a written decision on reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the Department of Transpiration.

Good Faith Efforts when a DBE is replaced on a contract (26.53(f))

City of Long Branch will require a contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete its work on a contract with another certified DBE,

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to the extent needed to meet the contract goal. We will require the prime contractor to notify the

DBE Liaison officer immediately of the DBE's inability or unwillingness to perform and provide reasonable documentation.

In this situation, we will require the prime contractor to obtain our prior approval of the substitute DBE and to provide copies of new or amended subcontracts, or documentation of good faith efforts.

If the contractor fails or refuses to comply in the time specified, our contracting office will issue an order stopping all or part of payment/work until satisfactory action has been taken. If the contractor still fails to comply, the contracting officer may issue a termination for default proceeding.

Sample Bid Specification:

The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this contract. It is the policy of the City of Long Branch to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. All firms qualifying under this solicitation are encouraged to submit bids/proposals. Award of this contract will be conditioned upon satisfying the requirements of this bid specification. These requirements apply to all bidders/offersors, including those who qualify as a DBE. A DBE contract goal of ____ percent has been established for this contract. The bidder/offersor shall make good faith efforts, as defined in Appendix A, 49 CFR Part 26 (Attachment 1), to meet the contract goal for DBE participation in the performance of this contract.

The bidder/offersor will be required to submit the following information: (1) the names and addresses of DBE firms that will participate in the contract; (2) a description of the work that each DBE firm will perform; (3) the dollar amount of the participation of each DBE firm participating; (4) Written documentation of the bidder/offersor's commitment to use a DBE subcontractor whose participation it submits to meet the contract goal; (5) Written confirmation from the DBE that it is participating in the contract as provided in the commitment made under (4); and (5) if the contract goal is not met, evidence of good faith efforts.

Section 26.55 Counting DBE Participation

We will count DBE participation toward overall and contract goals as provided in 49 CFR 26.55.

Section 26.61 - 26.73 Certification Process

The City of Long Branch will use the certification standards of Subpart D of Part 26 to determine the eligibility of firms to participate as DBEs in DOT-assisted contracts. To be certified as a DBE, a firm must meet all certification eligibility standards. We will make our certification decisions based on the facts as a whole.

For information about the certification process or to apply for certification, firms should contact:

Mr. Howard Woolley
City Administrator

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City of Long Branch
Municipal Building
344 Broadway
Long Branch, NJ 07740

(732) 571-5645
hwoolley@ci.long-branch.nj.us

Our certification application forms and documentation requirements are found in Attachment 7 to this program.

SUBPART E - CERTIFICATION PROCEDURES

Section 26.81 Unified Certification Programs

City of Long Branch will become a member of a Unified Certification Program (UCP) administered by NJ Transit. The UPC will meet all of the requirements of this section.

Section 26.89 Certification Appeals

Any firm or complainant may appeal our decision in a certification matter to DOT. Such appeals may be sent to:

Department of Transportation
East Building/ Office of Civil Rights
Certification Appeals Branch
1200 NJ Avenue South
Washington, D.C. 20590

SUBPART F - COMPLIANCE AND ENFORCEMENT

Section 26.109 Information, Confidentiality, Cooperation

City of Long Branch will safeguard from disclosure to third parties information that may reasonably be regarded as confidential business information, consistent with federal, state, and local law. In New Jersey, the Open Public Records Act, N.J.S.A. 47:1A-1 et seq. ("OPRA"), is the governing law concerning the retention of production of public records. "[T]rade secrets and proprietary commercial or financial information obtained from any source ... and information which, if disclosed, would give an advantage to competitors or bidders..." are exempted from the definition of public record and are "deemed to be confidential" under OPRA. N.J.S.A. 47:1A-1.1. Accordingly, such documents are not to be made available for public inspection under State law.

The Code of the City Of Long Branch, Part I, Administrative Legislation, Chapter 5, Administration Of Government, § 5-17 specifies the City's policies with respect to the retention and production of Public Records. Section 5-17(C)(3) authorizes the municipal Clerk to determine whether any public record or portion thereof contains confidential information and the discretion to withhold any such documents from public review and inspection.

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Additionally, City Code Chapter 38, Ethics, § 38-5, prohibits the disclosure of confidential information:

- A. No official or employee shall, without proper legal authorization, disclose any confidential information concerning any other official or employee or any other person or any property of governmental affairs of the municipality.
 - B. Whether or not it shall involve disclosure, no official or employee shall use or permit the use of any such confidential information to advance the personal or financial interest of himself or any other person.
- Consistent with the above applicable State law and City ordinance, and notwithstanding any contrary provisions of state or local law, we will not release personal financial information submitted in response to the personal net worth requirement to a third party (other than DOT) without the written consent of the submitter.

Monitoring Payments to DBEs

City of Long Branch will require prime contractors to maintain records and documents of

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payments to DBEs for three years following the performance of the contract. These records will be made available for inspection upon request by any authorized representative of the City of Long Branch or DOT. This reporting requirement also extends to any certified DBE subcontractor.

City of Long Branch will perform interim audits of contract payments to DBEs. The audit will review payments to DBE subcontractors to ensure that the actual amount paid to DBE subcontractors equals or exceeds the dollar amounts stated in the schedule of DBE participation.

ATTACHMENTS

[List and append; we recommend that a copy of part 26 be attached to the program so that public users to whom we send copies can have it handy]

Attachment 1 Organizational Chart
Attachment 2 DBE Directory
Attachment 3 Monitoring and Enforcement Mechanisms
Attachment 4 Overall Goal Calculation
Attachment 5 Form 1 & 2 for Demonstration of Good Faith Efforts

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Attachment 1
Organizational Chart
City of Long Branch
|

Executive Office Legislative Office
| |
Mayor City Council

|

City Administrator / DBE Liaison Officer

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Attachment 2

Jersey Boring & Drilling Co., Inc.

Shelley Lach, President 150 Wright Street Newark, NJ 07114

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Attachment 3

Monitoring and Enforcement Mechanisms

The City of Long Branch has available several remedies to enforce the DBE requirements contained in its contracts, including, but not limited to, the following:

1.
] Breach of contract action, pursuant to the terms of the contract;
 2.
Breach of contract action, pursuant to the authority of N.J.S.A. 40:69A-29(c) and the common law of New Jersey;
 3.
Action for declaratory judgment, pursuant to N.J.S.A. 2A:16-53;
 4.
Action for breach of duty of good faith and fair dealing, if applicable, pursuant to N.J.S.A. 12A-1-203 and the common law of New Jersey; and
 5.
Action for specific performance or injunctive relief, if applicable, pursuant to the terms of the contract, the New Jersey Court Rules, and New Jersey common law.
- In addition, the federal government has available several enforcement mechanisms that it may apply to firms participating in the DBE problem, including, but not limited to, the following:

1.
Suspension or debarment proceedings pursuant to 49 CFR part 26
2.
Enforcement action pursuant to 49 CFR part 31
3.
Prosecution pursuant to 18 USC 1001.
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Attachment 4

Section 26.45: Overall Goal Calculation

Amount of Goal

1. City of Long Branch's overall goal for FY 2009 is the following: 5.00% of the Federal Financial assistance we will expend in DOT-assisted contracts
Methodology used to Calculate Overall Goal

Step 1: 26.45(c)

To determine the overall goal the City of Long Branch identified the types of firms that will be required to complete the project. Firm description and NAIC code:

Engineering Services - 541330
 Architectural Services - 541310
 Surveying and Mapping - 541370

For each firm type, the City of Long Branch reviewed the "New Jersey BizNet UCP Directory" (<http://www.njucp.net/>) and determined the number of registered DBE firms. The table below shows the results:

NAICS CODE DESCRIPTION DBES
541330
541310
541370
ENGINEERING SERVICES ARCHITECTURAL SERVICES SURVEYING & MAPPING
148
36
30
Totals
214

Next the City of Long Branch determined the number of existing ready willing and able firms for each NAICS code in the state of New Jersey. This information was obtained from the US Census website (<http://censtats.census.gov/cgi-bin/cbpnaic/cbpdet1.pl>) and is based upon 2006 data. The table below shows the results

NAICS CODE DESCRIPTION DBES NJ FIRMS
541330
541310
541370
ENGINEERING SERVICES ARCHITECTURAL SERVICES SURVEYING & MAPPING
148
36
30
1710

781
252
Totals
214
2743

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To calculate the City of Long Branch's base figure the number of ready willing and able DBE firms was divided by the total number of ready willing and able firms.

Base figure =
Ready, willing and able DBEs

All firms ready, willing, and able

Base figure =
214 DBEs

2743 All Firms

Base figure =
7.80%

Step 2: 26.45(d)

After calculating a base figure of the relative availability of DBEs, evidence was examined to determine what adjustment was needed to the base figure in order to arrive at the overall goal.

In order to reflect as accurately as possible the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 2.8%.

The reason we chose to adjust our figure using this data was because of the highly specialized nature of the project and previous experience of NJ-Transit with complex marine design and engineering projects.

From this data, we have adjusted our base figure to 5%.

Public Participation

We will publish our goal information in these publications on the City's website and in the Asbury Park Press

We received no significant comments from any individuals or organizations that would have required adjustment to the City's DBE program or policies

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Attachment 5
Forms 1 & 2 for Demonstration of Good Faith Efforts

[Forms 1 and 2 will be provided as part of the solicitation documents.]

FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

_____ The bidder/offeror is committed to a minimum of _____ % DBE utilization on this contract.

_____ The bidder/offeror (if unable to meet the DBE goal of _____%) is committed to a minimum of _____% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: _____

State Registration No. _____

By _____
(Signature) Title

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FORM 2: LETTER OF INTENT

Name of bidder/offeror's firm: _____

Address: _____

City: _____ State: _____ Zip: _____

Name of DBE firm: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Description of work to be performed by DBE firm:

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described

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above. The estimated dollar value of this work is \$ _____.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By _____
(Signature) (Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)

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From: [Ellison, Faye \(FTA\)](#)
To: [Georgiana Barone](#)
Cc: ["Howard Woolley"](#)
Subject: RE: City of Long Branch Pier and Ferry Terminal Project: Recipient ID #3127
Date: Tuesday, September 11, 2012 10:44:00 AM

Hello,

The issue with Long Branch not disbursing any funds remain an issue with FTA. I thank you for the most recent updates in TEAM, however, please briefly tell me what was the initial hold-up in drawing the funds aside from the closing of the finding. Were there other hurdles you've encountered that was not noted in your progress reports. Remember, document, document, document every essential issue that will prolong the project. It's imperative to enter this info in the milestones, provide interim milestones along the way of the project and for each quarter. Again, please tell me what was keeping Long Branch from initiating the draw-downing of the funds? Thanks again for the updates. Any questions, please call me.

Faye
212-668-2172

From: [Ellison, Faye \(FTA\)](#)
To: [Luperena, Rosaria \(FTA\)](#)
Subject: RE: City of Long Branch -User manager change for Ronald Mehlman
Date: Thursday, March 17, 2016 9:11:00 AM
Attachments: [image001.jpg](#)

Hi Rosie,

I have no documentation for Mr. Martin. What will his role(s) be in TrAMS? We may need a letter of authorization from Mr. Wooley. Let me know.

Thanks
Faye

From: Luperena, Rosaria (FTA)
Sent: Wednesday, March 16, 2016 3:52 PM
To: Ellison, Faye (FTA)
Subject: FW: City of Long Branch -User manager change for Ronald Mehlman

Thank you!

From: Howard H. Woolley, Jr.,Administrator [<mailto:hwoolley@longbranch.org>]
Sent: Wednesday, March 16, 2016 3:50 PM
To: Luperena, Rosaria (FTA)
Subject: RE: City of Long Branch - SAM Registration

Mike Martin, CFO, mmartin@longbranch.org, 732-5715653

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: rosaria.luperena@dot.gov [<mailto:rosaria.luperena@dot.gov>]
Sent: Wednesday, March 16, 2016 3:44 PM
To: Howard H. Woolley, Jr.,Administrator
Cc: darreyl.davis@dot.gov; rbase@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com
Subject: RE: City of Long Branch - SAM Registration

Hi Howard,

I do not have access to update the user manager information in TrAMS. You as the user manager and local security manager have the accessibility to update your organization's information in TrAMS.

If you can send me Ronald Mehlhorn's replacement information, our local security manager has been kind enough to offer her services to make the change for you.

Thank you.

Rosie.

From: Ralph Basile [<mailto:rbasile@vantagepointredm.com>]
Sent: Tuesday, March 15, 2016 3:27 PM
To: hwoolley@longbranch.org; Robert BECKELMAN
Cc: Luperena, Rosaria (FTA)
Subject: FW: City of Long Branch - SAM Registration

Hi, Rosie.

Thanks so much for your quick response and helpful suggestions!

As discussed, below is a copy of the email you sent to Mr. Woolley last week. You and I just discussed the steps needed and their order so the City can gain access to the second grant (NJ-04-0034-00), which you indicated has been restored:

First, we need to immediately go to the SAMS link you provided below, and submit the required City financial information. Second, we then need to go to the TrAMS site and complete the required information...in order to expedite, you suggested perhaps copying the grant info from TEAM into a Word document, so we then could copy/paste relevant portions into TrAMS..

Finally, you graciously offered to assist us if we could visit your offices at 1 Bowling Green...we will let you know as soon as possible, and thanks in advance!

Please advise if my understandings are correct or not. We look forward to working with you in the days to come.

Ralph J. Basile
Principal

VantagePoint200x111



Vantage Point Real Estate Development Management, LLC
20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401
Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500
www.vantagepointredm.com

From: rosaria.luperena@dot.gov [<mailto:rosaria.luperena@dot.gov>]
Sent: Tuesday, March 15, 2016 3:09 PM
To: Ralph Basile <rbasile@vantagepointredm.com>
Subject: FW: City of Long Branch - SAM Registration

See below.

From: Luperena, Rosaria (FTA)
Sent: Monday, March 07, 2016 2:52 PM
To: Howard Woolley (hwoolley@longbranch.org)
Subject: City of Long Branch - SAM Registration

Hi Howard,

There seems to be an issue with the City of Long Branch's registration information in the SAM website. Please see link below and register if need be. We can discuss when I return from training.

Thank you.

Rosie

<https://www.sam.gov/portal/SAM/#1>

Rosie Luperena
Program Manager
Federal Transit Administration (Region 2)
One Bowling Green, Room 429
New York, NY 10004
Tel: 212-668-2185
rosaria.luperena@dot.gov

From: [Branche, Ralph \(FTA\)](#)
To: [HFMAfreehold](#)
Subject: RE: City of Long Branch
Date: Thursday, June 28, 2012 9:10:33 AM

I have forwarded your request to our office of Operations and Program Management. They will respond to your request.

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
Phone (212)668-2181
Mobile (845)558-7045
Fax (212)668-2136*

From: HFMAfreehold [mailto:hfmfreehold@optonline.net]
Sent: Monday, June 25, 2012 6:24 PM
To: Branche, Ralph (FTA)
Subject: FW: City of Long Branch

Could you advise me as to the current status of the City's correction action, please?

Thanks,
Bob

Hutchins, Farrell, Meyer & Allison, P.A.
912 Highway 33, Suite 2
Freehold, New Jersey 07728
Tel: 732/409-0800
Fax: 732/866-9312
hfmfreehold@optonline.net

From: HFMAfreehold [mailto:HFMAfreehold@optonline.net]
Sent: Wednesday, June 20, 2012 3:49 PM
To: 'Ralph.Branche@dot.gov'
Subject: RE: City of Long Branch

Mr. Branche,

Could you please advise me as to the current status of the City's corrective action, if any?

Thank you,
Bob Allison

Hutchins, Farrell, Meyer & Allison, P.A.
912 Highway 33, Suite 2
Freehold, New Jersey 07728
Tel: 732/409-0800
Fax: 732/866-9312
hfmfreehold@optonline.net

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Tuesday, June 21, 2011 10:05 AM
To: hfmfreehold@optonline.net; Larry.Penner@dot.gov; Faye.Ellison@dot.gov
Subject: Re: City of Long Branch

I have not seen anything from Howard Woolley closing out these findings. What makes it worse, we have not seen any evidence that LB has taken any corrective actions on quarterly reporting or simply executing the grant we awarded last year.

From: HFMAfreehold [mailto:hfmfreehold@optonline.net]
Sent: Tuesday, June 21, 2011 09:49 AM
To: Branche, Ralph (FTA)
Subject: City of Long Branch

Mr. Branche:

Attached is a copy of the summary of findings and corrective actions for the City of Long Branch, New Jersey, issued 7/16/10 as a result of the triennial review.

As outside auditors for the City, I would like to know if your office is satisfied that corrective actions have been implemented and the findings are considered closed.

If you have any questions or need any additional information, please do not hesitate to contact either myself or Patrice Antonucci of my office.

Thank you.

Bob Allison

Hutchins, Farrell, Meyer & Allison, P.A.
912 Highway 33, Suite 2
Freehold, New Jersey 07728
Tel: 732/409-0800
Fax: 732/866-9312
hfmfreehold@optonline.net

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#)
Subject: RE: Compliance Review
Date: Monday, December 07, 2009 4:39:08 PM

Ralph,

Thanks. We are beginning the work with our consultant and will update our information shortly.

Chub

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Monday, December 07, 2009 4:34 PM
To: hwoolley@ci.long-branch.nj.us
Cc: Larry.Penner@dot.gov; JBuckley@milligancpa.com
Subject: Compliance Review

Mr. Woolley:

I am notifying that you will be receiving a compliance review in July 2010. We have been assessing your performance since we have obligated the \$1.5 Million and we think a compliance review allows us to identify areas of improvement to ensure FTA requirements have and will be met. Our contractors will be contacting you to for further details. As always, if you have any questions or concerns, please feel free to contact me (see contact below) or my supervisor, Larry Penner ((212)668-2170).

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#)
Cc: [Robert Beckelman](#)
Subject: RE: Disadvantage Business Enterprise program---City of Long Branch , NJ
Date: Monday, September 20, 2010 1:42:13 PM

Sorry. I was just trying to save time. I have had the attorney reply to some other issues which I hope is OK.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Monday, September 20, 2010 1:40 PM
To: hwoolley@ci.long-branch.nj.us; BDowling@bbpallc.com
Cc: RBECKELMAN@greenbaumlaw.com; Larry.Penner@dot.gov; John.Prince@dot.gov
Subject: RE: Disadvantage Business Enterprise program---City of Long Branch , NJ

Howard:

As I have requested before please do not use your contractor provide direct response to FTA. We want to be sure that the we are communicating with persons who have authority to do so (in this case, the contact person on the grant, you). So to avoid you having to endorse every piece of communication from your contractors, I have asked that you provide the information.

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Prince, John (FTA)
Sent: Monday, September 20, 2010 1:24 PM
To: 'Brian Dowling'
Cc: Howard Woolley; Robert BECKELMAN; Branche, Ralph (FTA); Penner, Larry (FTA); Prince, John (FTA)
Subject: Disadvantage Business Enterprise program---City of Long Branch , NJ
Importance: High

City of Long Branch, what date is your public meeting? Under 49 CFR Part 26.45 a Grantee is responsible to consult with minority, women's and general contractors groups, community organizations , and other officials or organizations that could be expected to have information concerning the availability of disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and a grantee's efforts to establish a level playing field for the participation of DBEs before submitting your goal to FTA.

The City of Long Branch should not finalize their goal until after the public meeting including consultation with the public and accepting comments from the public. The City of Long Branch goal submittal at this time is a draft goal.

Please advise FTA what is are your intentions.

Thanks,

John H. Prince, Jr.

Regional Civil Rights Officer

Federal Transit Administration

212 668-2179

From: Brian Dowling [mailto:BDowling@bbpallc.com]
Sent: Monday, September 20, 2010 12:48 PM
To: Prince, John (FTA)
Cc: Howard Woolley; Robert BECKELMAN
Subject:

Dear Mr. Prince:

Below please find a summary of the City's efforts regarding their DBE program:

- Process of setting FY 2011 goals (Policy is attached)
- Public notice inviting comments on the goals will be issued in local papers Thursday (notice is attached)
- 2011 DBE Policy is now available at the clerk's office and will remain available for until October 20th, 2010
- When NJDOT identifies minority, women's and general contractor groups, community organizations and other officials the City will contact them and invite comments

- Comments on 2011 DBE program will be accepted until November 8th, 2010
- The City has signed UCP MOU with NJDOT (attached)

Howard Woolley will call to confirm receipt and discuss.

Sincerely,

Brian Dowling

Brian Dowling

Senior Associate

BBP LLC

bdowling@bbpallc.com

443.261.1986 (direct)

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#)
Cc: [Ronald Mehlhorn](#); [Robert Beckelman](#); [Brian Dowling](#)
Subject: RE: Echo
Date: Wednesday, July 22, 2009 5:36:52 PM

Ralph,

We'll get this Fed Exed up to you to day. Can we get the control number right away? I am trying to awarded the contract on Tuesday night the 28th and I need the certification from our CFO that funds are available to do so.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Wednesday, July 22, 2009 1:25 PM
To: rmehlhorn@ci.long-branch.nj.us
Cc: hwoolley@ci.long-branch.nj.us; Maureen.Dowd@dot.gov
Subject: RE: Echo

Yes, I expect it to be retyped with original signatures. We sent you an electronic form, so you should the typed information saved.

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Ron Mehlhorn [mailto:rmehlhorn@ci.long-branch.nj.us]
Sent: Wednesday, July 22, 2009 1:09 PM
To: Branche, Ralph (FTA)
Cc: Howard H. Woolley, Jr
Subject: Re: Echo

Ralph:

By "originals" do you want the forms retyped and original signatures on them???

The "Originals" are apparently lost and only copies are available.

Ron Mehlhorn

----- Original Message -----

From: Ralph.Branche@dot.gov
To: rmehlhorn@ci.long-branch.nj.us
Cc: hwoolley@ci.long-branch.nj.us

Sent: Tuesday, July 21, 2009 5:09 PM

Subject: RE: Echo

Please send the originals. We are unable to locate the forms you have indicated that you sent to this office. So as I indicated to you in my earlier e-mail, please send a new signed package and forward an electronic copy of that signed document. That way, we will have both the original and the electronic copy. In addition, I was told that you should have access to team. Please advise us on your status with this issue.

*Thanks,
Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Ron Mehlhorn [mailto:rmehlhorn@ci.long-branch.nj.us]

Sent: Monday, July 20, 2009 5:06 PM

To: Branche, Ralph (FTA)

Cc: Howard H. Woolley, Jr

Subject: Echo

Ralph:

Attached is a PDF file with copies of our original submissin back in April.

Do you want me to mail copies of same. They will be the same as if you printed out the PDF file. No original signatures.

Also, I cannot complete the required FSR for the third quarter. The web site will no allow me in. the help desk states that the grant must be AUTHORIZED, and it has not been.

Ron Mehlhorn
Ronald J. Mehlhorn Sr., CPA, RMA
Director of Finance
City of Long Branch
344 Broadway
Long Branch, NJ 07740
Tele: 732-571-5650
Fax : 732-222-1556
rmehlhorn@ci.long-branch.nj.us

From: Howard Woolley
To: [Ellison, Faye \(FTA\)](#)
Subject: RE: Federal Register Notice - Fiscal Year 2013 Certifications and Assurances
Date: Wednesday, February 13, 2013 4:50:24 PM

Thanks. I'll try and call you Friday with the damage info you requested.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Braodway
Long Branch, NJ 07740
732-571-5645
hwoolley@ci.long-branch.nj.us

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From: Faye.Ellison@dot.gov [mailto:Faye.Ellison@dot.gov]
Sent: Wednesday, February 13, 2013 4:09 PM
To: tom.Vaughan@dot.ny.gov; KSchrempp@njtransit.com; kjiras@arcmercer.org; hwoolley@ci.long-branch.nj.us
Cc: Malcolm.Rahat@dot.gov
Subject: RE: Federal Register Notice - Fiscal Year 2013 Certifications and Assurances

Friendly reminder - Please attach the signed certifications to TEAM-Web once you certify. Thank you.

From: Ellison, Faye (FTA)
Sent: Wednesday, February 13, 2013 3:43 PM
To: tom.Vaughan@dot.ny.gov; 'KSchrempp@njtransit.com'; Kelly Jiras (kjiras@arcmercer.org); Howard Woolley (hwoolley@ci.long-branch.nj.us)
Subject: FW: Federal Register Notice - Fiscal Year 2013 Certifications and Assurances

Today, the Federal Register published FTA's Fiscal Year 2013 Certifications and Assurances. **Please be aware of what you are attesting to.**

<http://www.gpo.gov/fdsys/pkg/FR-2013-02-13/pdf/2013-03335.pdf>

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From: Robert BECKELMAN
To: [Georgiana Barone](#); [Ellison, Faye \(FTA\)](#)
Cc: [Basile Ralph](#); [Howard Woolley Jr.](#)
Subject: RE: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Date: Friday, October 31, 2014 12:23:22 PM

Hi Faye- Just wanted to make sure you got this and ask if there is anything else you need from us or should we sit tight and wait to hear back from FTA? Thanks.

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]
Sent: Monday, October 27, 2014 3:21 PM
To: Faye Ellison
Cc: Robert BECKELMAN; Basile Ralph; Howard Woolley Jr.
Subject: Federal Transit Administration Grants NJ-04-0026 and NJ-04-0034 - Pier and Ferry Terminal - Status Update and Request for Consideration of Revised Scope
Importance: High

Dear Ms. Ellison,

Please find attached an update and request for consideration of revised scope for the Pier and Ferry Terminal. I am also sending via postal service.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Monday, October 27, 2014 3:18 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 10.27.2014 15:18:25 (-0400)
Queries to: ricoh@ci.long-branch.nj.us

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For more information please visit <http://www.symanteccloud.com>

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This email has been scanned by the outbound MessageLabs Email Security System.
For more information please visit <http://www.symanteccloud.com>

From: Howard Woolley
To: [Branche, Ralph <FTA>](#)
Subject: RE: FTA - APPLICATION
Date: Tuesday, August 12, 2008 4:09:18 PM

Ralph,

This part is done and I am working on the union info for Transit. Everybody is on vacation this week.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [<mailto:Ralph.Branche@dot.gov>]
Sent: Tuesday, August 12, 2008 2:50 PM
To: hwoolley@ci.long-branch.nj.us
Cc: gbarone@ci.long-branch.nj.us; bdowling@bbpa.com
Subject: RE: FTA - APPLICATION

Since you have the information in the project description, you could place it there or you could place it in the budget. Is PE the 64Miliion? You have listed that 64M is total cost of the project. You are coming in for PE with this grant, so add the cost of that effort.

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: [Brian Dowling](mailto:bdowling@bbpa.com) [<mailto:bdowling@bbpa.com>]
Sent: Tuesday, August 12, 2008 1:38 PM
To: [Branche, Ralph <FTA>](#); hwoolley@ci.long-branch.nj.us
Cc: gbarone@ci.long-branch.nj.us
Subject: RE: FTA - APPLICATION

Ralph,

Howard and I have reviewed the comments you left in TEAM. If possible we would like some guidance on your comment regarding inclusion of costs for P/E. Do you mean costs for just preliminary design and engineering (which is the total project cost) or cost for all design and engineering related to the entire project?

Also, where should we enter the requested information, in the project description or somewhere else?

I left you a voicemail with the same request.

Howard and I are standing ready to make the requested changes so the application can be finalized. Please give us a call.

Thanks for all of your help.

Contact Information:

Brian Dowling

Direct: 443-837-2380 – I'll be in the office today until 4:30

Howard Woolley

Office: 732-571-5645

Mobile: 732-245-6565

Brian Dowling
BBPC
177 Defense Highway
Annapolis, MD 21401
Tel: 410.266.7800
Fax: 410.266.7866
bdowling@bbpa.com

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]
Sent: Tuesday, August 12, 2008 1:27 PM
To: hwoolley@ci.long-branch.nj.us
Cc: gbarone@ci.long-branch.nj.us; Brian Dowling
Subject: RE: FTA - APPLICATION

Please review address comments placed in Team. Also, the NJT's union and any other union that serve your mass transit area should be identified in the grant.

Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136

From: Brian Dowling [mailto:bdowling@bbpa.com]
Sent: Friday, August 01, 2008 5:39 PM
To: Branche, Ralph <FTA>
Cc: Howard Woolley; Georgiana Barone
Subject: FTA - APPLICATION

Ralph,

Long Branch has entered its application into the TEAM system:

We created a project and entered project data into the following fields:

- Project Information
- Budget
- Milestones

Please confirm that the FTA is able to locate and review our application. Please thank Maureen, Kamrul, Rebecca, and Faye for responding quickly to all of our questions.

Brian

Brian Dowling
BBPC
177 Defense Highway
Annapolis, MD 21401
Tel: 410.266.7800
Fax: 410.266.7866
bdowling@bbpa.com

From: Penner, Larry (FTA)
To: [Ellison, Faye \(FTA\)](#); [Burns, Donald \(FTA\)](#)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ
Date: Thursday, May 15, 2014 12:55:52 PM

See you there.

LP

-----Original Message-----

From: Ellison, Faye (FTA)
Sent: Thursday, May 15, 2014 12:52 PM
To: Penner, Larry (FTA); Burns, Donald (FTA)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

1:30 will work.

-----Original Message-----

From: Penner, Larry (FTA)
Sent: Thursday, May 15, 2014 11:44 AM
To: Ellison, Faye (FTA); Burns, Donald (FTA)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

I have our weekly Senior Staff meeting at the same time.

How about 1:30 or 2 PM on the same day?

Thanks

LP

-----Original Message-----

From: Ellison, Faye (FTA)
Sent: Thursday, May 15, 2014 11:08 AM
To: Penner, Larry (FTA); Burns, Donald (FTA)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Can we meet at 2:30pm, small conference room by Madeleine?

-----Original Message-----

From: Penner, Larry (FTA)
Sent: Wednesday, May 14, 2014 2:57 PM
To: Burns, Donald (FTA)
Cc: Ellison, Faye (FTA)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Works for me as well.

LP

-----Original Message-----

From: Burns, Donald (FTA)
Sent: Wednesday, May 14, 2014 2:55 PM
To: Ellison, Faye (FTA); Penner, Larry (FTA)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

I'm available all day on Wednesday, May 21st.

Donald -

-----Original Message-----

From: Ellison, Faye (FTA)
Sent: Wednesday, May 14, 2014 2:02 PM
To: Penner, Larry (FTA); Burns, Donald (FTA)
Subject: FW: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

FYI,

Perhaps we can meet sometime next week to discuss.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Friday, May 09, 2014 3:31 PM
To: Ellison, Faye (FTA); hwoolley@longbranch.org
Cc: RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Dear Faye:

In connection with our negotiations with the firm deemed most-qualified and evaluating the cost proposal, , pursuant to Brooks Act procurement rules, we are coming to the conclusion that it is impossible to reach an acceptable cost proposal with this firm and that, in all likelihood, no firm will be able to complete the phase 2 services for the amount of funds allotted. While the normal procedure would be to move onto the next most-qualified firm, it has become apparent that the issue here is not that the most-qualified firm's cost proposal is unreasonable, but that the funds estimated for the services in the grant are insufficient to complete the work. Therefore, moving onto the second and third most-qualified firms would inevitably result in no contract for phase 2 being awarded. The City finds itself at a stand-still and believes it is necessary and appropriate to schedule a meeting with FTA, including whomever you think should be present to discuss these circumstances.

Please advise if and when such a meeting can be scheduled. We appreciate your assistance in this matter.

Regards,

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Friday, April 25, 2014 10:58 AM
To: hwoolley@longbranch.org; Robert BECKELMAN
Cc: RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Good Morning Long Branch,

Following up on the above two referenced grants. Thanks for the continuous movement of draw-downs in grant,

NJ-04-0026, however, grant NJ-04-0034 no activity of draw-downs to date. We are now in the 3rd quarter of FY 2014 and quarterly milestone reports and FFRs are due. Please update both reports in TEAM. I have attached a power point presentation of MPRs and FFRs guidance tools from one of our colleagues from another Region. Hope it helps.

Thank you,
Faye

-----Original Message-----

From: Howard Woolley [<mailto:hwoolley@longbranch.org>]
Sent: Monday, November 25, 2013 11:12 AM
To: Ellison, Faye (FTA); RBECKELMAN@greenbaumlaw.com
Cc: Penner, Larry (FTA); RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Faye,

I was locked out so I called the help line. They gave me Maureen Dowd's number, who I called on Friday and left her a voice message.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]
Sent: Friday, November 22, 2013 5:09 PM
To: RBECKELMAN@greenbaumlaw.com; hwoolley@ci.long-branch.nj.us
Cc: Larry.Penner@dot.gov; hwoolley@longbranch.org; RBasile@vantagepointda.com; rmehlhorn@longbranch.org
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Ok. Have him send me an email so we can resolve him being locked out.

-----Original Message-----

From: Robert BECKELMAN [<mailto:RBECKELMAN@greenbaumlaw.com>]
Sent: Friday, November 22, 2013 4:08 PM
To: Ellison, Faye (FTA); hwoolley@ci.long-branch.nj.us
Cc: Penner, Larry (FTA); Howard Woolley; Ralph Basile (RBasile@vantagepointda.com); Ron Mehlhorn (rmehlhorn@longbranch.org)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Ms. Ellison-

The person authorized to prepare the milestone report has been out of the office part of this week and today learned

he was locked out of TEAM. He cannot reach support until Monday, at which time we should be able to address the TEAM issue and submit the milestone report. Thank you.

-----Original Message-----

From: Robert BECKELMAN

Sent: Monday, November 18, 2013 5:43 PM

To: Faye.Ellison@dot.gov; hwoolley@ci.long-branch nj.us

Cc: Larry.Penner@dot.gov; gbarone@ci.long-branch nj.us; Howard Woolley; Ralph Basile (RBasile@vantagepointda.com); Ron Mehlhorn (rmehlhorn@longbranch.org)

Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Ms. Ellison-

Sorry, we confused our terminology. Last week, on November 13, 2013, the City did a quarterly report, not a FFR. The was completed today, however.

I am still trying to determine the status of the milestone progress reports and will advise asap. I do not think it is an issue with your database. We apologize for any confusion and thank you for your attention and patience.

Robert Beckelman

732-476-2448

-----Original Message-----

From: Faye.Ellison@dot.gov [<mailto:Faye.Ellison@dot.gov>]

Sent: Friday, November 15, 2013 12:45 PM

To: hwoolley@ci.long-branch nj.us; Robert BECKELMAN

Cc: Larry.Penner@dot.gov; gbarone@ci.long-branch nj.us

Subject: FW: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Hi Georgiana,

Thanks for the update.

You mentioned there have been some financial drawdowns in your attachment and records show in TEAM, that that FFR has been submitted. However, the financial draw downs are not showing as the most recent draw, in fact, your last drawdown was 9/27/2011 for grant, NJ-04-0026 and there have not been any drawdowns for grant, NJ-04-0034. I have also noticed that there is no recent submissions of the milestone progress reports on either of the above mentioned grants. If this is incorrect, feel free to call me so we could resolve any glitches with our databases.

Thank you,

Faye

212-668-2172

-----Original Message-----

From: Georgiana Barone [<mailto:gbarone@longbranch.org>]

Sent: Thursday, November 14, 2013 1:58 PM

To: Ellison, Faye (FTA)

Cc: 'Robert BECKELMAN'; rbasile@vantagepointredm.com; rmehlhorn@longbranch.org; 'Howard Woolley'

Subject: FTA Grants (NJ-04-0026 & NJ-04-0034) - Explanation of Why the Two Grants should not be closed out by HQ

Dear Ms. Ellison,

On behalf of Howard H. Woolley, Jr., attached please find a memo and additional information concerning the two (2) FTA Grants.

If you have any questions please contact Howard H. Woolley, Jr. at 732-571-5645.

Thank you,
Georgiana Barone
Secretary to Howard H. Woolley, Jr.
Business Administrator
732-571-5645
gbarone@longbranch.org

-----Original Message-----

From: ricoh@ci.long-branch.nj.us [<mailto:ricoh@ci.long-branch.nj.us>]
Sent: Thursday, November 14, 2013 1:56 PM
To: georgiana
Subject:

This E-mail was sent from "RNP015082" (Aficio MP C2050).

Scan Date: 11.14.2013 13:56:09 (-0500)
Queries to: ricoh@ci.long-branch.nj.us

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From: [Ellison, Faye \(FTA\)](#)
To: ["Howard Woolley"](#)
Cc: ["Robert BECKELMAN"](#); rbasile@vantagepointredm.com; rmehlhorn@longbranch.org; [Georgiana Barone](#)
Subject: RE: FTA Grants (NJ-04-0026 & NJ-04-0034)
Date: Tuesday, February 11, 2014 5:06:00 PM
Attachments: [Long Branchnodrawdowns.docx](#)

Good Afternoon,

As of today, February 11, 2014, the City of Long Branch has submitted the Federal Financial Report (FFRs) for grants, NJ-04-0026 and NJ-04-0034, however, there is no drawdown activity for NJ-04-0034. Also, the Milestones Quarterly Reports have yet to be submitted for 1st quarter of FY 2014 for both grants. FTA requires both reports to be submitted in a timely manner.

Please advise why there is no submission of the quarterly milestones reports.

Please provide an explanation as to why there is no draw-down activity for NJ-04-0034. You can send me your explanation and I would also suggest you attach it to the grant as well.

Thank you,
Faye

Long Branch – NJ-04-0034 (No Grant Draw Downs as of February 11, 2014)

TEAM-Web (Production Database) Project Funds/Status - Windows Internet Explorer

Project Funds/Status

Summary Project Funding By Amendment

View By: Account Class Code

CstCtr	Acc Class Cd	FP	Reservation	Obligation	Deobligation	Disbursement	Refund
65000	2008.25.04.31.2	00	\$869,440.00	\$869,440.00	\$0.00	\$0.00	\$0.00
65000	2009.25.04.31.2	00	\$902,880.00	\$902,880.00	\$0.00	\$0.00	\$0.00
Project Totals:			\$1,772,320.00	\$1,772,320.00	\$0.00	\$0.00	\$0.00

NJ-04-0034-00 Totals

Net Obligations: \$1,772,320.00

Net Disbursements: \$0.00

Auth. Disbursements: \$1,772,320.00

Unliquidated Balance: \$1,772,320.00

Disbursement/Refund Records:

Account Class Code	Transaction Type	Transaction Date	Transaction Amount
--------------------	------------------	------------------	--------------------

Trusted sites | Protected Mode: Off

100%

From: [Luperena, Rosaria \(FTA\)](#)
To: [Robert BECKELMAN](#)
Cc: hwoolley@longbranch.org; [Ralph Baslie](#); [Davis, Darreyl \(FTA\)](#)
Subject: RE: Further Revised Letter re Long Branch Grants
Date: Monday, January 11, 2016 2:07:27 PM
Attachments: [City of Long Branch Subject to Closeout Response letter NJ040026.docx](#)

Hi Robert,

Just add Howard's contact information at the end of the letter, then it's ready to go.

Thanks!

Rosie.

From: Robert BECKELMAN [mailto:RBECKELMAN@greenbaumlaw.com]

Sent: Monday, January 11, 2016 1:35 PM

To: Luperena, Rosaria (FTA); Davis, Darreyl (FTA)

Cc: hwoolley@longbranch.org; Ralph Baslie

Subject: Further Revised Letter re Long Branch Grants

Ms. Luperena:

We have attempted to further revise the attached draft letter to reflect your suggestions and comments from last Friday afternoon and this morning. Please review and advise if you think we are ready to send. Thank you.

Robert Beckelman

732-476-2448

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Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: NJ-04-0026-00 - Subject to Closeout
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

This letter is in response to your letter dated November 23, 2015, regarding the closeout of grant number NJ040026. We respectfully request that the subject grant not be closed out so that the City of Long Branch may complete this much needed project. We have also included grant number NJ040034 in the proposed Phase II since this grant also funds the completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.

The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

Grant NJ-04-0026-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Begin Preliminary Design	Feb. 10, 2016
Review/Assess Phase 1 Preliminary Design Findings/Assumptions	March 31, 2016
Advance Preliminary Design/Engineering	July 31, 2016
Contract Complete with Respect to Grant NJ04002600 Funds	August 15, 2016
Grant Closeout	August 31, 2016

PROJECT ADMINISTRATION

Grant NJ-04-0026-00

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
First Project Admin Expense	March 1, 2016
Last Project Admin Expense	Aug., 15, 2016
Contract Completion	Aug. 15, 2016
Grant Closeout	Aug. 31, 2016

Grant NJ-04-0034-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Commence from Preliminary Design Advancement from Grant NJ04002600	July 31, 2016
Begin Public Outreach	Aug. 31, 2016
Refine Engineering/Concept Designs	Nov. 30, 2016

Stakeholder Refinement of Preliminary Engineering/Concept Designs	Jan. 31, 2017
30% Complete Prelim Design	March 31, 2017
60% Complete Prelim Design	June 30, 2017
Complete Draft Conceptual Design Report	Aug. 31, 2017
Release Request for Expression of Interest (RFEI) For Public-Private Partnership	Oct. 1, 2017
Review/Evaluate Responses to RFEI	Nov. 30, 2017
Negotiate Public-Private Partnership to Advance/Fund Final Design	Jan. 31, 2018
Finalize Conceptual Design Report (100% Complete Preliminary Design)	March 31, 2018
Complete Public Outreach	April 30, 2018
Enter Public-Private Contract to Advance/Fund Final Design	May 31, 2018
Presentation to City	June 1, 2018
Contract Complete	June 1, 2018
Grant Closeout	June 30, 2018

PROJECT ADMINISTRATION

Grant NJ-04-0034-00

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	Aug. 31, 2016
	Last Project Admin Expense	June 1, 2018
	Contract Completion	June 1, 2018
	Grant Closeout	June 30, 2018

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

add

telephone number

email address

Sincerely,

Howard Woolley, Business Administrator

CC: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone

Darreyl Davis, FTA
Rosie Luperena, FTA

From: Howard Woolley
To: [Branche, Ralph \(FTA\)](#)
Cc: [Brian Dowling](#)
Subject: RE: Grant
Date: Tuesday, August 17, 2010 5:10:29 PM

Ralph,

Sorry for the delay I was out for a few days for a medical procedure. We have put the info from NJ-04-0034 into NJ-04-0026. Should we need to do anything else on the lapsing earmark please let me know.

Hopefully this will facilitate what you need. NJ Transit has been in contact with us on the UCP issue and we are working with them. Also we have been in touch with Eve Chamberlain from NJTPA to satisfy the LEP requirements and the STIP listing.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

-----Original Message-----

From: Ralph.Branche@dot.gov [mailto:Ralph.Branche@dot.gov]

Sent: Friday, August 13, 2010 9:18 AM

To: hwoolley@ci.long-branch.nj.us

Subject: Grant

Howard:

Please finalize the grant for our review. Remember, the grant has to go to DOL and their review time is out FTA's hands. The longer you wait to complete the changes in the grant, the shorter the possibility of saving the lapsing earmark.

*Ralph A. Branche Jr.
Regional Engineer
Federal Transit Administration
Region II
P:(212)668-2181
F:(212)668-2136*

From: Howard Woolley
To: [Ellison Faye \(FTA\)](#)
Subject: RE: Long Branch Ferry project grant NJ-04-0034-00
Date: Thursday, December 08, 2011 5:30:28 PM
Attachments: [image001.png](#)

I believe he put it in the old grant that I'll need help from you in canceling.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

From: Faye.Ellison@dot.gov [mailto:Faye.Ellison@dot.gov]
Sent: Thursday, December 08, 2011 4:47 PM
To: hwoolley@ci.long-branch.nj.us
Subject: RE: Long Branch Ferry project grant NJ-04-0034-00

Ok but I am confused. In a previous email Mr. Ron said the FSR were submitted on September 30. But that could not be the case as you can see there is no data in fields. I was just wondering did he submit so other data and if so, where is it.

From: Howard Woolley [mailto:hwoolley@ci.long-branch.nj.us]
Sent: Thursday, December 08, 2011 4:13 PM
To: Ellison, Faye (FTA)
Subject: RE: Long Branch Ferry project grant NJ-04-0034-00

Faye,

We are working on the RFP. It should be out by the first of the year. The Council is introducing the bond ordinance this month to fund our local match. I will send you a copy of the bond ordinance when it is adopted

Got into TEAM to update the Milestones but it wasn't responding. I will try it again in the morning.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

From: [Faye.Ellison@dot.gov](#) [mailto:Faye.Ellison@dot.gov]
Sent: Tuesday, December 06, 2011 4:35 PM
To: [hwoolley@ci.long-branch.nj.us](#)
Subject: RE: Long Branch Ferry project grant NJ-04-0034-00

Here is what the FFR looks like in TEAM and it has no information. No Milestones Progress Report has been attached or updated in TEAM either. Can you send me what you've done. Thank you.



From: Howard Woolley [<mailto:hwoolley@ci.long-branch.nj.us>]
Sent: Tuesday, November 08, 2011 1:35 PM
To: Ellison, Faye (FTA)
Subject: FW: Long Branch Ferry project grant NJ-04-0034-00

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
[732-571-5143](tel:732-571-5143) [fax]

From: Ron Mehlhorn [<mailto:rmehlhorn@ci.long-branch.nj.us>]

Sent: Friday, November 04, 2011 3:39 PM
To: Howard H. Woolley, Jr
Subject: Fw: Long Branch Ferry project grant NJ-04-0034-00

Chub:

Financial Status Reports (FSR) were submitted for Sept. 30, 2011.

Ron M

----- Original Message -----

From: Faye.Ellison@dot.gov
To: hwoolley@ci.long-branch.nj.us ; rmehlhorn@ci.long-branch.nj.us
Cc: Larry.Penner@dot.gov ; Ralph.Branche@dot.gov
Sent: Friday, November 04, 2011 1:36 PM
Subject: RE: Long Branch Ferry project grant NJ-04-0034-00

Mr. Woolley,

Another Fiscal Year is upon us and I want to thank you for executing the grant last year. However, to reiterate what Mr. Branche has requested back in May, still holds true. Your milestones and financial reports were due, October 30, 2011 for 4th quarter and to date, they have not been reported in TEAM. Please let us know if we can be of any assistance to you to avoid further delays of updating the reports. I look forward to talking with you soon.

Thank you,

Faye

212-668-2172

From: Branche, Ralph (FTA)
Sent: Tuesday, May 03, 2011 9:53 AM
To: Howard Woolley; Ron Mehlhorn
Cc: Penner, Larry (FTA); Ellison, Faye (FTA)
Subject: Long Branch Ferry project grant NJ-04-0034-00

This is a reiteration of the previous conversation with you and Mr. Mehlhorn. Please execute the grant. We need to know that there is some activity with this grant. With no execution will lead us to believe that there is no need to for the funds and we will be making the request to de-obligate the funds.

In addition, no milestone progress was shown this quarter. The report reads the same as last quarter. Please send us an update of the progress you have made with this project and place that information in team. Is there progress schedule and cost update that you could share with us? As indicated to you during our last conversation, we would like to meet with to discuss your progress on the project.

Thanks,

Ralph A. Branche Jr.

Regional Engineer

Federal Transit Administration

Region II

P:(212)668-2181

F:(212)668-2136

From: Robert BECKELMAN
To: [Luperena, Rosaria \(FTA\)](#)
Cc: [Davis, Darreyl \(FTA\)](#)
Subject: RE: Long Branch Peir and Ferry Terminal Project: Grants NJ-04-0026-00 and NJ 04-0034-00
Date: Monday, December 28, 2015 11:08:45 AM

Thank you Ms. Luperena. We will so so.

Sent on a Sprint Samsung Galaxy S® III

----- Original message -----

From: rosaria.luperena@dot.gov
Date: 12/28/2015 8:52 AM (GMT-05:00)
To: Robert BECKELMAN
Cc: darreyl.davis@dot.gov
Subject: RE: Long Branch Peir and Ferry Terminal Project: Grants NJ-04-0026-00 and NJ 04-0034-00

Good morning Robert,

The letter/memo attached should be formally sent to our Regional Administrator. Include in the letter, by grant, the project schedule and funding breakdown for the ferry terminal project. Below is our RA's information.

Marilyn G. Shazor
Regional Administrator
USDOT/FTA-Region 2
1 Bowling Green
NY, NY 10004
Room 429

From: Robert BECKELMAN [RBECKELMAN@greenbaumlaw.com]
Sent: Thursday, December 24, 2015 1:41 PM
To: Davis, Darreyl (FTA); Luperena, Rosaria (FTA)
Cc: hwoolley@longbranch.org; Ralph Baslie; ADAM SCHNEIDER
Subject: Long Branch Peir and Ferry Terminal Project: Grants NJ-04-0026-00 and NJ 04-0034-00

Dear Mr. Davis and Ms. Luperena:

Pursuant to my telephone discussion with Ms. Luperena, see attached memo outlining a proposed plan for the commitment and use of the funds under the above grants in connection with the Long Branch Pier and Ferry Terminal Project. As noted in the memo, the proposed plan and budget are based upon the scope and cost proposal submitted by the Selected Team. Because the City is currently conducting an independent cost analysis and will proceed to negotiate costs with the Selected Team, this plan, scope, budget and schedule are anticipated to change based upon such negotiations. We believe that we will be able to negotiate a reduced scope, reduced budget, increased services or some combination thereof.

Thank you for your attention and assistance in this matter. We look forward to hearing from you once you have had a chance to review and will make ourselves available to discuss at your convenience.

Happy holidays.

Robert Beckelman
732-476-2448

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From: [Ellison, Faye \(FTA\)](#)
To: [Howard Woolley \(hwoolley@ci.long-branch.nj.us\)](#); [Ron Mehlhorn \(rmehlhorn@ci.long-branch.nj.us\)](#)
Subject: RE: Long Branche, Damages as a result of Hurricane Sandy
Date: Tuesday, January 22, 2013 9:31:00 AM

Hello Mr. Howard,

I have yet to hear back from and I just gave you a follow up call this morning as well. I was told you will be in shortly. Any information you can provide us would be greatly appreciated.

Thank you,
Faye

From: Ellison, Faye (FTA)
Sent: Wednesday, December 19, 2012 4:16 PM
To: Howard Woolley (hwoolley@ci.long-branch.nj.us); Ron Mehlhorn (rmehlhorn@ci.long-branch.nj.us)
Subject: Long Branche, Damages as a result of Hurricane Sandy

Hello Howard,

My 2nd request:

How is it going in Long Branch? Any updates you can provide on the conditions in your area? Also, can you please provide with the names of your staff who currently has permission to use TEAM-Web.

Thank you
Faye
212-668-2172.

From: [Luperena, Rosaria \(FTA\)](#)
To: [Ralph Basile](#)
Cc: hwoolley@longbranch.org; [Robert BECKELMAN](#); [Davis, Darreyl \(FTA\)](#)
Bcc: [Luperena, Rosaria \(FTA\)](#)
Subject: RE: Ms. Shazor's Email Address
Date: Tuesday, January 05, 2016 1:15:00 PM

Hi Ralph,

Mr. Davis and I had a conference call discussion with Mr. Woolley yesterday afternoon regarding the ferry terminal project. Please follow up with Mr. Woolley as to the exact information we are looking for so that we can move forward with this project.

Thank you.

Rosie.

-----Original Message-----

From: Ralph Basile [<mailto:rbasile@vantagepointredm.com>]
Sent: Tuesday, January 05, 2016 1:02 PM
To: Luperena, Rosaria (FTA)
Cc: hwoolley@longbranch.org; Robert BECKELMAN
Subject: RE: Ms. Shazor's Email Address

Hello, Rosie.

Last week we copied you on the response sent to Ms. Shazor that addressed FTA's request for details by grant re: the proposed work scope, timing of performance and budget. As indicated in the memo, we would be further discussing the cost proposal with the selected contractor once FTA signs off and indicates we may proceed.

Accordingly, can you please indicate whether FTA has approved the proposed scope and timing of contract performance, so we may finalize work tasks and budgets, set the schedule of work product deliverables and sign a contract with this team so work may soon commence?

Thank you for your assistance.

On behalf of the City of Long Branch, NJ, sincerely,

Ralph J. Basile
Principal

Vantage Point Real Estate Development Management, LLC
20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401
Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500 www.vantagepointredm.com

-----Original Message-----

From: Ralph Basile
Sent: Monday, December 28, 2015 11:29 AM
To: rosaria.luperena@dot.gov
Cc: hwoolley@longbranch.org
Subject: Re: Ms. Shazor's Email Address

Rosie, thank you. Our response will be sent out soon, with a copy to you. Have a good day.

Sent from my iPhone

rbasile@vantagepointredm.com

Office: 443.714.8563

Cell: 410.212.5456

> On Dec 28, 2015, at 11:23 AM, "rosaria.luperena@dot.gov" <rosaria.luperena@dot.gov> wrote:

>

> Hi Ralph,

>

> Regional Administrator Shazor's email address is marilyn.shazor@dot.gov.

>

> Thank you.

>

> Rosie

>

>

>

>

>

> _____
> From: Ralph Basile [rbasile@vantagepointredm.com]

> Sent: Monday, December 28, 2015 11:12 AM

> To: Luperena, Rosaria (FTA)

> Cc: hwoolley@longbranch.org; Robert BECKELMAN

> Subject: Ms. Shazor's Email Address

>

> Hello, Rosaria.

>

> To expedite your request today to Rob Beckelman, please send me Ms. Shazor's email address. I am assisting the City with the response to your request. Thank you.

>

> Ralph J. Basile

> Principal

>

> [VantagePoint200x111]

>

> Vantage Point Real Estate Development Management, LLC

> 20 Ridgely Avenue, Suite 200 | Annapolis, MD 21401

> Direct: 443-714-8563 | Cell: 410-212-5456 | Fax: 410-267-6500

> www.vantagepointredm.com<<http://www.vantagepointredm.com/>>

>

From: Howard H. Woolley, Jr., Administrator
To: [Luperena, Rosaria \(FTA\)](mailto:Luperena.Rosaria@FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
Date: Tuesday, February 02, 2016 5:38:16 PM

Thank you.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: rosaria.luperena@dot.gov [mailto:rosaria.luperena@dot.gov]
Sent: Tuesday, February 02, 2016 10:49 AM
To: Howard H. Woolley, Jr., Administrator
Cc: rbsile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com; marilyn.shazor@dot.gov; darreyl.davis@dot.gov
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

It is solely up to the City of Long Branch on the procurement process, but please be mindful that you have \$323,973 available to draw down under grant NJ-04-0026.

We will let you know when a decision has been made in regards to NJ-04-0034.

Thank you.

From: Howard H. Woolley, Jr., Administrator [<mailto:hwoolley@longbranch.org>]
Sent: Monday, February 01, 2016 4:56 PM
To: Luperena, Rosaria (FTA)
Cc: rbsile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com; Shazor, Marilyn (FTA); Davis, Darreyl (FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Thank you for your reply. We will get the contract approved and commence work.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740

732-571-5645

hwoolley@longbranch.org

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From: rosaria.luperena@dot.gov [<mailto:rosaria.luperena@dot.gov>]
Sent: Monday, February 01, 2016 2:04 PM
To: Howard H. Woolley, Jr., Administrator
Cc: rbasile@vantagepointredm.com; RBECKELMAN@greenbaumlaw.com; marilyn.shazor@dot.gov; darreyl.davis@dot.gov
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

As a point of clarification, we are stilling awaiting approval for the restoration of funds for grant NJ-04-0034. Thank you.

From: Luperena, Rosaria (FTA)
Sent: Monday, February 01, 2016 1:17 PM
To: Howard H. Woolley, Jr., Administrator
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Shazor, Marilyn (FTA); Davis, Darreyl (FTA)
Subject: RE: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Hello Howard,

We are still working with our Headquarters' office to restore the funds under grant NJ-04-0034. In the interim, funds under NJ-04-0026 are available to be drawn down. Long Branch can proceed with the project and draw down the available funds now under NJ-04-0026 that will lead to the close out of the grant; that will show a good faith effort. Once the funds under NJ-04-0034 are restored under our new electronic award managing system, TrAMS, the City can proceed with drawing down those funds and closing out this grant as well.

FTA would like assurance that the grants will remain active, so that they do not ever again pop up on inactive grants listings subject to be closed out. FTA would like Long Branch to adhere to the schedules it presented in your January 11, 2016 correspondence.

If you have any additional questions or need further assistance, please do not hesitate to call or email me.

Thank you.

Rosie

Rosie Luperena
Tel: 212-668-2185

From: Howard H. Woolley, Jr., Administrator [<mailto:hwoolley@longbranch.org>]
Sent: Thursday, January 28, 2016 10:56 AM
To: Shazor, Marilyn (FTA)
Cc: Ralph Basile; 'Robert Beckelman (RBECKELMAN@greenbaumlaw.com)'; Luperena, Rosaria (FTA); Davis, Darreyl (FTA)
Subject: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00

Ms. Shazor;

I hope that everything is satisfactory with our letter to you. Please advise us as to next steps. We are ready to proceed with the award of the contract pending your approval.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: [Ellison Faye \(FTA\)](#)
To: [Howard Woolley \(hwoolley@ci.long-branch.nj.us\)](#); [Robert Beckelman](#)
Cc: [Georgiana Barone](#)
Subject: RE: The Closing of Inactive Grants, NJ-04-0026 and NJ-04-0034
Date: Tuesday, November 12, 2013 10:34:00 AM

Oops! November 14 is the deadline. Thanks.

From: Ellison, Faye (FTA)
Sent: Tuesday, November 12, 2013 10:21 AM
To: Howard Woolley (hwoolley@ci.long-branch.nj.us); Robert Beckelman
Cc: Georgiana Barone
Subject: RE: The Closing of Inactive Grants, NJ-04-0026 and NJ-04-0034

HQ has identified the above grant(s) as being obligated 3 or more years ago and having no disbursements in last the last 12 months. (For FY 2014, this includes grants awarded on or prior to September 30, 2010 and with the last disbursement occurring on or prior to September 30, 2012 or with no disbursements at all). Please provide an explanation why the above grants should not be closed out by HQ. Select one of the options below as to reason for the exclusion.

Please provide your response to me no later than COB, Thursday, October 14th.

1) Including/Excluding Inactive Grants and Cooperative Agreements

If you are proposing to exclude a grant, select one of the exclusion justifications and provide additional information.

Please review the explanations below be sure to provide supporting documentation for each grant you propose to be excluded. Your current progress milestone reports should also support the justifications for keeping the grant(s) open.

Exclusion Reason	Explanation
1. Open FFGA	
2. Ongoing Environmental Mitigation	
3. Deferred Local Share Match Remains	If selected, please provide the date that local match will be provided. Deferred local match is not indefinite and there must be an expected date on which the grant can be closed or activity resumed if this reason is selected.
4. Ongoing Litigation or Claims Related to the Grant	If selected, please indicate when the litigation nor claim s is expected to be resolved. Expected debts owed as a result of the litigation or claim do not require a grant to stay open, so please justify why the litigation or claim require the grant to remain open.
5. Grant Activity Not Completed (e.g., vehicle or equipment not delivered or construction project unfinished)	If selected, the incomplete grant activity <u>must have started</u> and FTA in receipt of a project scope/plan or schedule that demonstrates progress is being made to implement the project as initially planned. This justification is not for projects that have never been initiated or that may be considering significant scope changes as a result of failed progress.
6. Grant Inactive but linked to project with Active Grant	If selected, the active grant to which this active grant is linked must demonstrate reasonable progress and be active, as demonstrated by current financial transactions. Please provide the grant number of the "active" grant and provide the estimated date financial transactions will occur on the "inactive" grant.

Thank you,
Faye



CITY OF LONG BRANCH, MUNICIPAL BUILDING, 344 BROADWAY, LONG BRANCH, N.J. 07740 (732) 571-5645

Howard H. Woolley, Jr.
Business Administrator

January 11, 2016

Ms. Marilyn G. Shazor, Region II Administrator
US Department of Transportation, Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Re: NJ-04-0026-00 - Subject to Closeout
Recipient ID 3127, City of Long Branch, New Jersey

Dear Ms. Shazor:

This letter is in response to your letter dated November 23, 2015, regarding the closeout of grant number NJ040026. We respectfully request that the subject grant not be closed out so that the City of Long Branch may complete this much needed project. We have also included grant number NJ040034 in the proposed Phase II since this grant also funds the completion of the preliminary engineering and design of ferry terminal project.

Under grant NJ040026, \$1,240,016 (plus the City's local share) funded Phase 1, which consisted of completion of eight (8) site investigations: geotechnical; topographic survey; hydrographic survey; wave and environmental forces study; essential fish habitat study; environmental assessment report; vehicular considerations study; pedestrian impact study; and, transit hub study public design charrette and program development meetings pier alternatives, open space components and pier elements studies terminal design considerations study, including circulation study, program/amenities investigation, passenger spaces/environment study, terminal design study, and document passenger transfer investigation ferry terminal design alternatives study schematic design sketches environmental approval and project permitting plan renewable energy alternatives study NJDEP pre-application meetings; support with Tidelands Council meetings re: riparian rights final analyses to refine/complete schematic design.

Grant NJ-04-0026-00 has available federal funds remaining of \$323,972 (plus the City's local share of \$80,993). All funds under Grant NJ-04-0034-00 remain un-obligated, which includes \$1,772,320 of federal funds and \$443,080 of local share. Thus, the total funding available and remaining for the pier ferry terminal engineering/design work is 2,096,292 of federal funds and \$485,958 of local share.



recycled paper

The City secured two separate bonds of \$1 million each to fund its local share, via City Ordinance 3-09 adopted on March 10, 2009, and City Ordinance 41-11, adopted on December 27, 2011. Thus, the City has sufficient committed funds for the local share (\$310,004 has been expended under the Phase I contract) and any other City-related project costs.

Proposed Phase II Contract

It is anticipated that the Phase II contract work would be performed by the team recently selected and ranked as the most qualified under a competitive qualifications-based procurement process in accordance with applicable federal and state regulations and guidelines. A Phase II plan outline and budget was submitted by the selected team and the City is currently conducting an independent cost analysis of the proposed budget. The submitted budget is subject to reduction after the City completes the cost analysis and proceeds to negotiate cost with the selected team. Thus, the City expects that the Phase II plan described below would likely be revised to further advance preliminary engineering/design and/or result in a reduced budget, even after adding budget for meetings and public presentations once the scope of work is finalized.

A brief description of the Phase II work and milestones is outlined in the following milestone/schedule table. A more thoroughly-detailed description of the scope of the Phase II work can be provided if requested.

<u>Grant NJ-04-0026-00</u>	
<u>Preliminary Engineering/Design</u>	
<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016
Begin Preliminary Design	Feb. 10, 2016
Review/Assess Phase 1 Preliminary Design Findings/Assumptions	March 31, 2016

Advance Preliminary Design/Engineering	July 31, 2016
Contract Complete with Respect to Grant NJ04002600 Funds	August 15, 2016
Grant Closeout	August 31, 2016

PROJECT ADMINISTRATION

Grant NJ-04-0026-00

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
First Project Admin Expense	March 1, 2016
Last Project Admin Expense	Aug., 15, 2016
Contract Completion	Aug. 15, 2016
Grant Closeout	Aug. 31, 2016

Grant NJ-04-0034-00

Preliminary Engineering/Design

<u>Milestone Description</u>	<u>Est. Comp. Date</u>
Preparation of Prelim Design	Aug. 2015
Prepare RFP/IFB	Sept. 2015
Release RFP	Oct. 5, 2015
Receipt of Proposals	Oct. 28, 2015
Evaluation of Proposals	Dec. 2015
Contract Award	Feb. 9, 2016

Commence from Preliminary Design Advancement from Grant NJ04002600	July 31, 2016
Begin Public Outreach	Aug. 31, 2016
Refine Engineering/Concept Designs	Nov. 30, 2016
Stakeholder Refinement of Preliminary Engineering/Concept Designs	Jan. 31, 2017
30% Complete Prelim Design	March 31, 2017
60% Complete Prelim Design	June 30, 2017
Complete Draft Conceptual Design Report	Aug. 31, 2017
Release Request for Expression of Interest (RFEI) For Public-Private Partnership	Oct. 1, 2017
Review/Evaluate Responses to RFEI	Nov. 30, 2017
Negotiate Public-Private Partnership to Advance/Fund Final Design	Jan. 31, 2018
Finalize Conceptual Design Report (100% Complete Preliminary Design)	March 31, 2018
Complete Public Outreach	April 30, 2018
Enter Public-Private Contract to Advance/Fund Final Design	May 31, 2018
Presentation to City	June 1, 2018
Contract Complete	June 1, 2018
Grant Closeout	June 30, 2018

PROJECT ADMINISTRATION

Grant NJ-04-0034-00

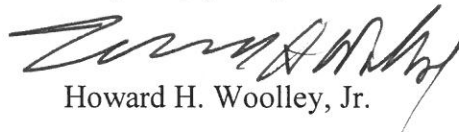
	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
	First Project Admin Expense	Aug. 31, 2016
	Last Project Admin Expense	June 1, 2018
	Contract Completion	June 1, 2018
	Grant Closeout	June 30, 2018

Thus, by completing the milestones set forth above the City anticipates finalizing the preliminary design concepts and entering into a public-private partnership to advance the project through final design without the need for further federal assistance. At the completion of final design, the City can then explore at that time whether there are federal or other potential funds available to proceed toward construction of the Pier and ferry terminal.

We thank you for the opportunity to continue to make substantial progress in bringing to fruition the oceanfront pier ferry terminal project contemplated in our City. We have provided more details about scope, budget and schedule in our late 2015 memoranda, if further background is needed. We also stand ready to answer any questions or provide any needed clarifications, so that we may soon get under contract with the selected engineering/design team.

If you have any further questions or need additional information please contact me at 732-571-5645 or email hwoolley@longbranch.org.

Very truly yours,



Howard H. Woolley, Jr.

Business Administrator

cc: Mayor Adam Schneider
Members of the Long Branch City Council
Congressman Frank Pallone
Darreyl Davis, FTA
Rosie Luperena, FTA

From: Howard H. Woolley, Jr., Administrator
To: [Shazor, Marilyn \(FTA\)](#)
Cc: [Ralph Basile](#); "[Robert Beckelman \(RBECKELMAN@greenbaumlaw.com\)](#)"; [Luperena, Rosaria \(FTA\)](#); [Davis, Darreyl \(FTA\)](#)
Subject: Status of Use of Grants NJ-04-0026-00 and NJ-04-0034-00
Date: Thursday, January 28, 2016 10:56:21 AM

Ms. Shazor;

I hope that everything is satisfactory with our letter to you. Please advise us as to next steps. We are ready to proceed with the award of the contract pending your approval.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway
Long Branch, NJ 07740
732-571-5645
hwoolley@longbranch.org

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From: Howard Woolley
To: paul.sprewell@dot.state.nj.gov
Cc: elewis@njtransit.com; [Prince, John \(FTA\)](#); [Branche, Ralph \(FTA\)](#)
Date: Thursday, September 16, 2010 4:11:38 PM

Paul,

Thank you for getting back to me. The City of Long Branch would like to participate with the NJDOT in your UCP program. In order to satisfy the requirements of the FTA we would need to execute a signed agreement with you. Please let me know what is necessary to perfect this.

Howard H. Woolley, Jr.
Business Administrator
City of Long Branch
344 Broadway, Long Branch, NJ 07740
732-571-5645
732-571-5143 [fax]

Award

Federal Award Identification Number (FAIN)	NJ-2017-002-00
Temporary Application Number	3127-2016-1
Award Name	Long Branch Pier and Ferry Terminal
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Long Branch, City Of (inc)				
Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS	
3127	City	LONG BRANCH, CITY OF	081981193	
Location Type	Address	City	State	Zip
Headquarters	344 BROADWAY	LONG BRANCH	NJ	077406938
Physical Address	344 BROADWAY	LONG BRANCH	NJ	07740
Mailing Address	344 BROADWAY	LONG BRANCH	NJ	07740

Union Information

Union Name	CARPENTERS LOCAL UNION NO 2250
Address 1	Wykoff Place & Maple Avenue
Address 2	
City	Red Bank
State	New Jersey
Zipcode	07701
Contact Name	Thomas Bucco
Telephone	732-747-1267
Fax	
E-mail	online@nrccf.org
Website	
Union Name	DOCKBUILDERS LOCAL 1456
Address 1	395 Hudson Street
Address 2	
City	New York
State	New York
Zipcode	10014
Contact Name	Olaf Olsen
Telephone	212-989-2284
Fax	212-989-5312
E-mail	molsen@si.rr.com
Website	
Union Name	HEAVY & GENERAL LABORERS LOCAL 472
Address 1	378 County Road
Address 2	
City	Aberdeen

State	New Jersey
Zipcode	07747
Contact Name	Joseph Scerbo
Telephone	732-583-6235
Fax	732-583-7175
E-mail	setdir472@yahoo.com
Website	
Union Name	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
Address 1	State Highway 138
Address 2	
City	Wall
State	New Jersey
Zipcode	07719
Contact Name	Ed Wells
Telephone	732-681-7159
Fax	
E-mail	info@bew400.org
Website	
Union Name	NJ STATE JOINT COUNCIL -ATU
Address 1	8 Monica Drive
Address 2	
City	Edison
State	New Jersey
Zipcode	08820
Contact Name	Vito Forlenza
Telephone	908-276-4611
Fax	
E-mail	vforlenza@njtransit.com
Website	
Union Name	OPERATING ENGINEERS LOCAL 825
Address 1	65 Springfield Avenue
Address 2	
City	Springfield
State	New Jersey
Zipcode	07081
Contact Name	Don McGraw
Telephone	973-671-6900
Fax	
E-mail	info825@IUOE825.org
Website	
Union Name	TRANSPORT WORKER'S UNION-LOCAL 225
Address 1	10 nBanta Place
Address 2	Room 107
City	Hackensack
State	New Jersey
Zipcode	07601
Contact Name	Carlos Padilla
Telephone	201-343-94
Fax	201-343-94
E-mail	twu225@aol.com
Website	

Part 2: Award Information

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Title: Long Branch Pier and Ferry Terminal

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
NJ-2017-002-00	Active (Executed)	Grant	5/4/2016	5/4/2016	No

Award Executive Summary

FY 2008/2009 Section 5309 funds which was originally awarded under FTA grant NJ-04-0034-00 (see attached) are being re-obligated to fund this project. The City will conduct further engineering and planning for a ferry terminal which was originally funded and begun under NJ-04-0026-00. Earmark ID numbers: E2008-BUSP-0389 and E2009-BUSP-566.

Note: Work product delivered under NJ-04-0026-00 indicated an initial cost estimate of \$150,000,000. This recommended design configuration was far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the work project. Grant monies allocated for NJ-04-0034-00 has not changed the scope of planning work envisioned for this project, but will likely result in a change of design magnitude that will be economically feasible. This design effort will conclude with a preliminary engineering design report.

The period of performance of this project started on November 1, 2008 and will be completed by March 30, 2018. This application does not include funds for Research and/or Development Activities. Indirect costs will not be applied to this application and its scope of work.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Pre-Award Authority

This award is using Pre-Award Authority.

Will this Grant be using Lapsing Funds?

No, this Grant does not use Lapsing Funds.

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
Rosaria	Luperena	Transportation Program Specialist	rosaria.luperena@dot.gov	212-668-2185
Robert	Goodman	Assistant Director	rgoodman@longbranch.org	732-923-2041

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Award Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
NJ-2017-002-01-00	123-00 (123-A1) RAIL - STATION/STOPS/TERMINALS	\$1,772,320.00	\$354,464.00	\$2,126,784.00	1
NJ-2017-002-01-00	12.31.05 ENG/DESIGN - FERRY TERMINAL	\$1,772,320.00	\$354,464.00	\$2,126,784.00	1

Earmark and Discretionary Allocations

Earmark ID	Earmark Name	Amount Applied
E2008-BUSP-0389	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to New York City and ot	\$869,440
E2009-BUSP-	Long Branch, NJ Determine scope, engineering, design and construct facilities for ferry service from Long Branch, NJ to	\$902,880

Sources of Federal Financial Assistance

PO Number	Project Number	Scope Name	Scope Number	Scope Suffix	UZA Code	Area Name	Account Class Code	FPC	Description	Amendment Amount	Cumulative Amount
NJ-04-0048	NJ-2017-002-01-00	RAIL - STATION/STOPS/TERMINALS	123-00 (123)	A1	340010	New York-- Newark, NY-NJ-CT	2009.25.04.31.2	00	Bus (including everything)	\$902,880	\$902,880
NJ-04-0048	NJ-2017-002-01-00	RAIL - STATION/STOPS/TERMINALS	123-00 (123)	A1	340010	New York-- Newark, NY-NJ-CT	2008.25.04.31.2	00	Bus (including everything)	\$869,440	\$869,440

Part 3: Project Information

Project Title: Long Branch Pier and Ferry Terminal

Project Number	Temporary Project Number	Date Created	Start Date	End Date
NJ-2017-002-01-00	3127-2016-1-P1	5/10/2016	11/15/2008	4/27/2018

Project Description

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes.

Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal.

In November of 2008, the City of Long Branch contracted with McLaren Engineering Group to commence the preliminary engineering for the Long Branch Pier and Ferry Terminal. This work began in February of 2009 and completed Phase I in March of 2010. From this work, engineering analysis work was comprised of site analysis and assessment as well as topographic, hydrographic, wave and environmental force studies.

From April 2010 through July of 2010, McLaren Engineering Group conducted a series of public meetings with the greater Long Branch community to introduce early designs and considerations to elicit feedback. From these data gathering discussions, the design team proceeded to a series of preliminary designs for consideration. This work took place from August of 2010 through October of 2010.

The work products delivering design options as well as an economic analysis for feasibility that was delivered in November of 2011; indicated a number of design considerations that would have been in excess of \$150,000,000. These recommended design configuration were far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the recommended work project.

From December 2011 through December 2015 the City of Long Branch de-prioritized consideration of the project due to low probability of attracting investment. Due to inactivity, the Federal Transit Administration (FTA) de-obligated the allotted funds for design in November 2015 and notified the City of Long Branch. The City of Long Branch petitioned to re-obligate the funds and worked with the FTA to provide a compliant application and close out of the previous project work. The City of Long Branch's petition was approved on February 10, 2016.

Project Benefits

To establish and oceanfront transportation linkage from the proposed ferry terminal to Manhattan and other destinations which would enhance development of the City of Long Branch not only on our oceanfront but throughout the entire City and the surrounding communities.

The passenger mix will include daily commuters working in Manhattan, seasonal destination travelers coming to Long Branch for events and access to the beach, and residents from Long Branch and the surrounding area who will use the ferry as a point of departure for trips to sporting events (Yankees, Mets), cultural attractions (Broadway shows, museums), and access to area airports. Facilitating traveler demand, the planned ferry terminal will be within walking distance from a current NJ-Transit station stop and the City has allocated adequate parking in the immediate vicinity.

Additional Information

None provided.

Location Description

Ocean Ave. and Laird St. at the site of the previous pier which burned in 1987.

Project Location (Urbanized Areas)

UZA Code	Area Name
340000	New Jersey

Congressional District Information

State	District	Representative
New Jersey	6	Frank Pallone

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
NJ-2017-002-01-00	123-00 (123-A1) RAIL - STATION/STOPS/TERMINALS	\$1,772,320.00	\$354,464.00	\$2,126,784.00	1
NJ-2017-002-01-00	12.31.05 ENG/DESIGN - FERRY TERMINAL	\$1,772,320.00	\$354,464.00	\$2,126,784.00	1

Project Budget Activity Line Items

Budget Activity Line Item: 12.31.05 - ENG/DESIGN - FERRY TERMINAL
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Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
RAIL - STATION/STOPS/TERMINALS (123-00)	12.31.05	ENG/DESIGN - FERRY TERMINAL	ENGINEERING & DESIGN	1

Extended Budget Description

The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes.

Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal.

Will 3rd Party contractors be used to fulfill this activity line item?

No, 3rd Party Contractors will not be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

Milestone Name	Est. Completion Date	Description
Initial Contract Award	11/15/2008	NJ-04-0026-00 for preliminary engineering design
Project end date	3/30/2018	Project completion with selection of development partner
Commence Phase I Design	2/3/2009	NJ-04-0026-00 preliminary engineering design
Draft Phase I Design	3/10/2010	NJ-04-0026-00 preliminary engineering design - First Deliverable
RFEI Issuances, Submissions and Review	2/23/2018	RFEI Issuances to potential partners
Grant Closeout	4/27/2018	Formal closeout of grant
Economic Feasibility Report	11/15/2011	NJ-04-0026-00 preliminary engineering design - Second deliverable
Contract Award for New Design Team	3/15/2016	NJ-04-0034-00 preliminary engineering design
Commence Phase I Review	9/6/2016	NJ-04-0034-00 preliminary engineering design. Review of previous project deliverables.

Phase II Final Design	11/13/2017	NJ-04-0034-00 preliminary engineering design - Final deliverable.
Final Report to FTA	4/2/2018	

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(c) does not require documentation.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date	Description	Date
	Class IIc CE Approved	

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

DOL Certification

Comment By	Denise Diminuco
Comment Type	DOL Review for Information
Date	4/11/2017
Comment	no comment

FTA Comments for DOL

Comment By	Rosaria Luperena
Comment Type	DOL Review for Certification
Date	4/10/2017
Comment	DOL certified the original grant application under NJ-04-0034 on August 18, 2010. DOL certification NJ-04-0034 is attached to the grant application, NJ-2017-002-00. Thank you.

FTA Review Internal Comments

Comment By	Cyrenthia Ward
Comment Type	Ad Hoc Review
Date	12/14/2016
Comment	The environmental review and STIP are complete. I concur with moving this grant application.

Comment By	Donald Burns
Comment Type	Environmental Concurrence
Date	12/19/2016
Comment	

Comment By	Faye Ellison
Comment Type	Ad Hoc Review
Date	12/21/2016
Comment	Funds are available.

Comment By	Darreyl Davis
Comment Type	Technical Concurrence
Date	12/22/2016
Comment	

Comment By	Michael Culotta
Comment Type	Ad Hoc Review
Date	2/13/2017
Comment	<p>Legal Non-Concur. Please address the following, as per my e-mail from January 17, 2017.</p> <ol style="list-style-type: none"> 1. In 2015, FTA de-obligated FY 2008 and 2009 Section 5309 earmarked funds. The City is requesting that we re-obligate those funds, even though the funds are beyond their period of availability. Please explain the authority that we have to take this action. We need some explanation within the grant, and if we've coordinated with any Headquarters Offices (TPM, TCA, TOA), I'd like to see any documentation (e-mail threads) on this subject. 2. In the applicant's profile, please attach the City's FY 2017 Certifications and Assurances. 3. In the applicant's profile, please attach the City's resolution authorizing it to receive FTA funds. 4. The Milestones indicate an "FTA Re-Obligation Action" dated January 2016. What was that re-obligation action? 5. Is there a final work product that we are expecting the applicant to produce? When the applicant draws down \$1+ million, what does the Federal Government get? Please add language to the grant application to clarify.

Comment By	Rosaria Luperena
Comment Type	Ad Hoc Review
Date	2/22/2017
Comment	<p>Background summary of grant application 3127-2016-1. On September 24, 2015, Region 2 prematurely closed out NJ-04-0034. From the onset, the grant has been inactive since it was awarded in September 2010. In 2013, NJ-04-0034 as well as NJ-04-0026 were included on the closeout list that is generated by Headquarters since it had been awarded for three years with no activity. Region 2 followed up by inquiring about the status of both grants, and was informed that the grants were delayed due to ongoing litigation of claims for Phase I Engineering and Design. We accepted their explanation and excluded the grants from the closeout list. In November 2013, and March and June of 2014, drawdowns were made to NJ-04-0026, however no activity was made to NJ-04-0034.</p> <p>In May 2014, Long Branch informed FTA that they could not reach an acceptable proposal with the firm they had hired and could not complete Phase 2 for the amount of FTA funds available. In August 2014, FTA met with Long Branch and requested a comprehensive update of their grants and a revised scope of services for the completion of Phase II. In October 2014, FTA received Long Branch's update and revised scope of services. In November 2014, FTA concurred with Long Branch plan of action and made it clear that it was strictly for design work. In December of 2014, the FTA PM who was assigned to Long Branch was involved in a car accident and was on extended leave for a few months.</p> <p>On November 23, 2015, FTA sent a letter to Long Branch regarding the inactivity of NJ-04-0026. There had been no activity since June 2014. FTA requested a response to the letter no later than 30 days after the day of the letter. FTA did not receive a response within the requested timeframe and NJ-04-0034 was inadvertently closed, as opposed to NJ-04-0026. Although both grants were inactive, Region 2 did not send out a "Subject to Closeout" letter regarding NJ-04-0034.</p> <p>Region 2 requested to have NJ-04-0034 re-opened and the funds restored (current grant 3127-2016-1). Although no funds were expended for NJ-04-0034, both grants are essentially for the same project and NJ-04-0026 has an unliquidated balance of \$323,973. NJ-04-0026 remaining funds were drawn down and closed as of August 15, 2016. Request of restored funds was approved on February 10, 2016 by TPM.</p>

Comment By	Rosaria Luperena
Comment Type	Ad Hoc Review
Date	4/4/2017
Comment	The City of Long Branch has submitted and attached the Authorizing Resolution, the final item of concurrence. All legal issues are addressed.

Comment By	John Lynch
Comment Type	Ad Hoc Review
Date	4/4/2017
Comment	Amend grant to clarify re-obligation process and approval, per email.

Comment By	John Lynch
Comment Type	Ad Hoc Review

Date	4/4/2017
Comment	Preliminary legal review complete - No additional comments.
Comment By	Darreyl Davis
Comment Type	Operations Concurrence
Date	4/11/2017
Comment	
Comment By	Rosaria Luperena
Comment Type	Ad Hoc Review
Date	4/13/2017
Comment	As per Kimberly Sledge email notification, funds were approved on February 10, 2016.
Comment By	Anthony Carr
Comment Type	Ad Hoc Review
Date	4/13/2017
Comment	I have reviewed this grant and am signing off on behalf of the Office of Planning and Program Development.
Comment By	Anthony Carr
Comment Type	Ad Hoc Review
Date	4/13/2017
Comment	I have reviewed this grant and am signing off on behalf of the Office of Planning and Program Development.
Comment By	Darreyl Davis
Comment Type	Planning Concurrence
Date	4/13/2017
Comment	Signing off on behalf of Director of Planning and Program Development
Comment By	John Lynch
Comment Type	Legal Concurrence
Date	4/13/2017
Comment	
Comment By	Anthony Carr
Comment Type	RA Concurrence
Date	4/13/2017
Comment	

Application Review Comments

Comment By	Rosaria Luperena
Comment Type	Application Details
Date	2/16/2017
Comment	<p>1. In 2015, FTA de-obligated FY 2008 and 2009 Section 5309 earmarked funds. The City is requesting that we re-obligate those funds, even though the funds are beyond their period of availability. Please explain the authority that we have to take this action. We need some explanation within the grant, and if we've coordinated with any Headquarters Offices (TPM, TCA, TOA), I'd like to see any documentation (e-mail threads) on this subject.</p> <p>1. Sent Kim Sledge's approval to restore Long Branch's funding in January 2017</p> <p>2. The period of availability for the 2008 earmark expired in 2010. Funds were restored in 2016.</p> <p>3. The period of availability for the 2009 earmark expired in 2011. Funds were restored in 2016.</p> <p>2. In the applicant's profile, please attach the City's FY 2017 Certifications and Assurances. Attached and PINned as of 1/19/17</p> <p>3. In the applicant's profile, please attach the City's resolution authorizing it to receive FTA funds. City of Long Branch received 2 Congressional earmarks in 2008 and 2009.</p>

4. The Milestones indicate an "FTA Re-Obligation Action" dated January 2016. What was that re-obligation action?
City of Long Branch entered this date in the milestones assuming the grant would be obligated/executed on that date.

5. Is there a final work product that we are expecting the applicant to produce? When the applicant draws down \$1+ million, what does the Federal Government get?
We will receive a final report once project is complete.

Part 6: Agreement

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT
(FTA G-23, October 1, 2016)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(23), October 1, 2016, <http://www.fta.dot.gov>,
- (2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM "FTA AWARD" OR "AWARD" IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, "AWARD" ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING FTA's AWARD DATE SET FORTH HEREIN.

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

Recipient Information

Recipient Name: Long Branch, City Of (inc)

Recipient ID: 3127

DUNS No: 081981193

Award Information

Federal Award Identification Number: NJ-2017-002-00

Award Name: Long Branch Pier and Ferry Terminal

Award Executive Summary: FY 2008/2009 Section 5309 funds which was originally awarded under FTA grant NJ-04-0034-00 (see attached) are being re-obligated to fund this project. The City will conduct further engineering and planning for a ferry terminal which was originally funded and begun under NJ-04-0026-00. Earmark ID numbers: E2008-BUSP-0389 and E2009-BUSP-566.

Note: Work product delivered under NJ-04-0026-00 indicated an initial cost estimate of \$150,000,000. This recommended design configuration was far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the work project. Grant monies allocated for NJ-04-0034-00 has not changed the scope of planning work envisioned for this project, but will likely result in a change of design magnitude that will be economically feasible. This design effort will conclude with a preliminary engineering design report.

The period of performance of this project started on November 1, 2008 and will be completed by March 30, 2018. This application does not include funds for Research and/or Development Activities. Indirect costs will not be applied to this application and its scope of work.

Total Award Budget: \$2,126,784.00

Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars): \$1,772,320.00

Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars): \$354,464.00

Total FTA Amount Awarded and Obligated (in U.S. Dollars): \$1,772,320.00

Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars): \$354,464.00

Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

Funding Source	Section of Statute	CFDA Number	Amount
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49 USC 5309 - Bus and Bus Facilities (FY2006 forward)	5309-2	20500	\$1,772,320
Local			\$354,464
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State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

(The Transportation Development Credits are not added to the amount of the Total Award Budget.)

Project Information

Project Number	Project Title	Project Description
NJ-2017-002-01-00	Long Branch Pier and Ferry Terminal	The City of Long Branch is rebuilding an oceanfront pier that existed in the City until 1987. The new pier will include a ferry terminal, which when operational via high speed ferry, will be capable of transporting passengers from Long Branch to lower Manhattan in approximately forty (40) minutes. Preliminary design and engineering work will focus exclusively on the breakwater, docking facilities, pier structure, and the ferry ramp related to the ferry terminal. In November of 2008, the City of Long Branch contracted with McLaren Engineering Group to commence the preliminary engineering for the Long Branch Pier and Ferry Terminal. This work began in February of 2009 and completed Phase I in March of 2010. From this work, engineering analysis work was comprised of site analysis and assessment as well as topographic, hydrographic, wave and environmental force studies. From April 2010 through July of 2010, McLaren Engineering Group conducted a series of public meetings with the greater Long Branch community to introduce early designs and considerations to elicit feedback. From these data gathering discussions, the design team proceeded to a series of preliminary designs for consideration. This work took place from August of 2010 through October of 2010. The work products delivering design options as well as an economic analysis for feasibility that was delivered in November of 2011; indicated a number of design considerations that would have been in excess of \$150,000,000. These recommended design configuration were far in excess of any combination of public/private partnership that could have been reasonably assembled to fully complete the recommended work project. From December 2011 through December 2015 the City of Long Branch de-prioritized consideration of the project due to low probability of attracting investment. Due to inactivity, the Federal Transit Administration (FTA) de-obligated the allotted funds for design in November 2015 and notified the City of Long Branch. The City of Long Branch petitioned to re-obligate the funds and worked with the FTA to provide a compliant application and close out of the previous project work. The City of Long Branch's petition was approved on February 10, 2016.

Project Funding Summary

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State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$2,126,784

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Certification Date: 04/11/2017 6:10 PM GMT

TERMS AND CONDITIONS

Special Conditions

There are no special conditions.

Awarded By:
Anthony Carr
Supervisor
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
Contact Info: anthony.carr@dot.gov
Award Date: 4/26/2017 1:45 PM GMT+00:00

EXECUTION OF THE GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
 - (a) Statements,
 - (b) Representations,
 - (c) Warranties,
 - (d) Covenants, and
 - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

Executed By:

Kevin Hayes

Acting Business Administrator

Long Branch, City Of (inc)

5/16/2017 7:36 PM GMT+00:00